

11401.00

11402.00

11403.00

BEFORE SUBMITTING YOUR BID

- 1. Use pen and ink to complete the Bid.**
- 2. Have you signed and completed the Contract Agreement, Offer & Award Forms?**
- 3. As a minimum, the Bidder will submit a Bid Package consisting of the Notice to Contractors, the completed Acknowledgement of Bid Amendments & Submission of Bid Bond Validation Number form, the completed Schedule of Items, 2 copies of the completed Agreement, Offer, & Award form, a Bid Bond or Bid Guarantee, and any other Certifications or Bid Requirements listed in the Bid Book.**
- 4. Have you included prices for all Bid Items? (“Zero is not considered a bid price.”)**
- 5. Have you included a bid guarantee? Acceptable forms are:**
 - A. Bid Bond on the Department’s prescribed form for 5% of the Bid Amount. (Or forms that do not contain any significant variations from the Department’s forms as solely determined by the Department.)**
 - B. Official Bank Check, Cashier’s Check, Certified Check, U.S. Postal Money Order or Negotiable Certificate of Deposit in the amount stated in the Notice to Contractors.**
- 6. If the written Bid is to be sent, Federal Express overnight delivery is suggested as the package is delivered directly to the DOT Headquarters Building in Augusta. Other means, such as U.S. Postal Services’ Express Mail has proven not to be reliable.**

AND FOR FEDERAL AID PROJECTS

- 7. Have you included your DBE Utilization commitment in the proper amounts and signed the DBE Certification?**

If you need further information regarding Bid preparation, call the DOT Contracts Section at (207)624-3430.

For complete specifications regarding bidding requirements, refer to Section 102 of the Maine Department of Transportation, Standard Specifications, Revision December 2002.

NOTICE

The Maine Department of Transportation is attempting to improve the way Bid Amendments/Addendums are handled, and allow for an electronic downloading of bid packages from our website, while continuing to maintain a planholders list.

Prospective bidders, subcontractors or suppliers who wish to download a copy of the bid package and receive a courtesy notification of project specific bid amendments, must provide an email address to Diane Barnes at the MDOT Contracts mailbox at: MDOT.contracts@maine.gov. Each bid package will require a separate request. Please provide us an email address, so we can maintain the planholders list that both the industry and MDOT uses.

Additionally, the new Acknowledgement of Bid Amendment form will be placed in MDOT bid packages beginning with the 2/12/03 advertisements. After that date, interested parties will be responsible for reviewing and retrieving the Bid Amendments from our web site, and acknowledging receipt and incorporating those Bid Amendments in their bids.

The downloading of bid packages from the MDOT website is not the same as providing an electronic bid to the Department. Electronic bids must be submitted via <http://www.BIDX.com>. For information on electronic bidding contract Rebecca Pooler at rebecca.pooler@maine.gov.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION
Bid Guaranty-Bid Bond Form

KNOW ALL MEN BY THESE PRESENTS THAT_____

_____, of the City/Town of _____ and State of _____

as Principal, and _____ as Surety, a

Corporation duly organized under the laws of the State of _____ and having a usual place of

Business in _____ and hereby held and firmly bound unto the Treasurer of

the State of Maine in the sum of _____ for payment which Principal and Surety bind

themselves, their heirs, executors, administrators, successors and assigns, jointly and severally.

The condition of this obligation is that the Principal has submitted to the Maine Department of

Transportation, hereafter Department, a certain bid, attached hereto and incorporated as a

part herein, to enter into a written contract for the construction of _____

_____ and if the Department shall accept said bid

and the Principal shall execute and deliver a contract in the form attached hereto (properly

completed in accordance with said bid) and shall furnish bonds for this faithful performance of

said contract, and for the payment of all persons performing labor or furnishing material in

connection therewith, and shall in all other respects perform the agreement created by the

acceptance of said bid, then this obligation shall be null and void; otherwise it shall remain in full

force, and effect.

Signed and sealed this _____ day of _____ 20_____

WITNESS:

WITNESS

PRINCIPAL:

By _____

By: _____

By: _____

SURETY:

By _____

By: _____

Name of Local Agency: _____

NOTICE

For security and other reasons, all Bid Packages which are mailed, shall be provided in double (one envelope inside the other) envelopes. The *Inner Envelope* shall have the following information provided on it:

Bid Enclosed - Do Not Open

PIN:

Town:

Date of Bid Opening:

Name of Contractor with mailing address and telephone number:

In Addition to the usual address information, the *Outer Envelope* should have written or typed on it:

Double Envelope: Bid Enclosed

PIN:

Town:

Date of Bid Opening:

Name of Contractor:

This should not be much of a change for those of you who use Federal Express or similar services.

Hand-carried Bids may be in one envelope as before, and should be marked with the following information:

Bid Enclosed: Do Not Open

PIN:

Town:

Name of Contractor:

INSTRUCTIONS FOR PREPARING THE CONTRACTOR'S DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION PLAN

The Contractor Shall:

1. Submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan to the Contract's Engineer by 4:30 P.M. on the Bid day.
2. Extend equal opportunity to MDOT certified DBE firms (as listed in MDOT's DBE Directory of Certified Businesses) in the selection and utilization of Subcontractors and Suppliers.

SPECIFIC INSTRUCTIONS FOR COMPLETING THE FORM:

Insert Contractor name, the name of the person(s) preparing the form, and that person(s) telephone and fax number.

Provide total Bid price, Federal Project Identification Number, and location of the Project work.

In the columns, name each DBE firm to be used, provide the Unit or Item cost of the Work/Product to be provided by the DBE firm, give a brief description of the Work, and the dollar value of the Work.

If no DBE firm is to be utilized, the Contractor must document the reason(s) why no DBE firms are being used. Specific supporting evidence of good faith efforts taken by Contractors to solicit DBE Bidders must be attached. This evidence, as a minimum, includes phone logs, e-mail and/or mail DBE solicitation records, and the documented results of these solicitations.

NOTICE

The Department has revised the Disadvantaged Business Enterprise Proposed Utilization form and the procedure that has been used for the past several months for Contractors to submit the form.

The Apparent Low Bidder now must submit the form by close of Business (4:30 P.M.) on Bid day.

The new Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan form contains additional information that is required by USDOT.

The Disadvantaged Business Enterprise Proposed Utilization Plan form will no longer be used. The new Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan form must be used.

A copy of the new Contractor's Disadvantaged Business Enterprise Proposed Utilization Plan and instructions for completing it are attached.

Note: Questions about DBE firms, or to obtain a printed copy of the DBE Directory, contact Equal Opportunity at (207) 624-3066.

MDOTs DBE Directory of Certified firms can also be obtained at http://www.state.me.us/mdot/humnres/o_equalo/cdwbed_h.htm

NOTICE

Bidders:

Please use the attached “Request for Information” form when faxing questions and comments concerning specific Contracts that have been Advertised for Bid. Include additional numbered pages as required.

REQUEST FOR INFORMATION

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

[illegible]

Response By:_____ Date:_____

CONTRACTOR'S DISADVANTAGED BUSINESS ENTERPRISE PROPOSED UTILIZATION PLAN

Low Bidder shall furnish completed form to Contracts Section by 4:30 P.M. on Bid Opening day.

TO: MDOT Contracts Section
16 State House Station,
Augusta, Me 04333-0016
or
Fax: 207-624-3431

Contractor: _____

Prepared by: _____

Telephone: _____ Fax: _____

BID PRICE: \$ _____ FEDERAL PROJECT # _____ LOCATION: _____

TOTAL DBE PARTICIPATION AS A PERCENT OF TOTAL BID PRICE = _____ %

DBE Firm*	Unit/Item Cost	Unit #	Description of work & Item Number	Actual \$ Value
Total >				

If no DBE firm(s) are used, bidder must document efforts made to secure DBE participation and attach supporting evidence of this effort:

_____.

Examples: Bidder relies wholly upon low quote subcontractor section, DBE firm(s) were not low quote.
No DBE firms bid.

*Only DBE firms certified by MDOT prior to bidding can be utilized by Contractor for DBE credit.
Directory of certified DBEs is available on MDOT's website: www.state.me.us/mdot

Equal Opportunity Use:

Plan received ____/____/____ Verified by: _____ Action: _____



Office of Human Resources

Equal Opportunity

MAINE DEPARTMENT OF TRANSPORTATION

Certified Disadvantaged and Women Business Enterprise

DBE DIRECTORY - MINORITY OWNED

WBE DIRECTORY - WOMEN OWNED

WEBSITE FOR DIRECTORY CAN BE FOUND AT:

http://www.state.me.us/mdot/humnres/o_equalo/cdwbed_h.htm

It is the responsibility of the Contractor to access the DBE Directory at this site in order to have the most current listings.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION NOTICE TO CONTRACTORS

Sealed Bids addressed to the Maine Department of Transportation, Augusta, Maine 04333 and endorsed on the wrapper "Bid for building **Hot Mix Asphalt Overlay, Milling, Drainage and Safety Improvements** in the towns of **Hampden, Hermon, Edinburg and Howland** and the city of **Bangor**" will be received from contractors at the Reception Desk, Maine DOT Building, Child Street, Augusta, Maine, until 11:00 o'clock A.M. (prevailing time) on **February 4, 2004** and at that time and place publicly opened and read. Bids will be accepted from contractors prequalified by the Department of Transportation for Highway Construction or Paving projects. All other Bids may be rejected. **MDOT provides the option of electronic bidding. We accept electronic bids for those bid packages posted on the bidx.com website. Electronic bids do not have to be accompanied by paper bids. Please note: the Department will accept a facsimile of the bid bond; however, the original bid bond must then be received at the MDOT Contract Section within 72 hours of the bid opening.** Until further notice, dual bids (one paper, one electronic) will be accepted, with the paper copy taking precedence.

Description: Maine Federal Aid Project No. IM-395-1140(100)E, PIN 11401.00; IM-95-1140(200)E, PIN 11402.00; IM-95-1140(300)E, PIN 11403.00

Location: In Penobscot County, project IM-395-1140(100)E is located on I-395 and the eastbound section begins at the Industrial spur/I-395 eastbound on ramp and extends easterly 1.18 miles on the east bound lane. The westbound section begins 0.10 miles easterly of the Industrial Spur/I-395 eastbound on ramp and extends easterly 1.33 miles on the westbound lane and includes the Main street bridge overpass. Project IM-95-1140(200)E is located on I-95 northbound beginning 1.75 miles north of the Hampden town line and extends northerly 3.76 miles including the 44 on and off exits. Project IM-95-1140(300)E is located on I-95 northbound beginning 0.89 miles southerly of the Howland town line and extends northerly 2.85 miles.

Outline of Work: Hot Mix Asphalt Overlay, Milling, Drainage and Safety Improvements and other incidental work.

For general information regarding Bidding and Contracting procedures, contact Bruce Carter at (207)624-3430. Our webpage at <http://www.state.me.us/mdot/project/design/homepg.htm> contains a copy of the schedule of items, Plan Holders List, written portions of bid amendments (not drawings), and bid results. For Project-specific information fax all questions to **James Andrews** at (207)624-3401. Questions received after 12:00 noon of Monday prior to bid date will not be answered. Bidders shall not contact any other Departmental staff for clarification of Contract provisions, and the Department will not be responsible for any interpretations so obtained. Hearing impaired persons may call the Telecommunication Device for the Deaf at (207)287-3392.

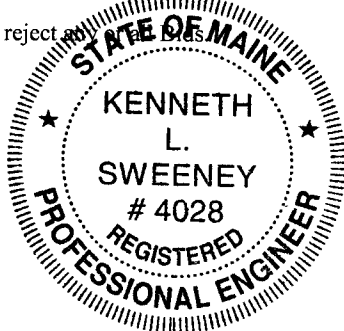
Plans, specifications and bid forms may be seen at the Maine DOT Building in Augusta, Maine. They may be purchased from the Department between the hours of 8:00 a.m. to 4:30 p.m. by cash, credit card (Visa/Mastercard) or check payable to Treasurer, State of Maine sent to Maine Department of Transportation, Attn: Mailroom, 16 State House Station, Augusta, Maine 04333-0016. They also may be purchased by telephone at (207)624-3536 between the hours of 8:00 a.m. to 4:30 p.m. Bid Book \$10 (\$13 by mail), all non-refundable.

Each Bid must be made upon blank forms provided by the Department and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier's check, certified check, certificate of deposit, or United States postal money order in the amount of \$60,000 payable to Treasurer, State of Maine as a Bid guarantee. A Contract Performance Surety Bond and a Contract Payment Surety Bond, each in the amount of 100 percent of the Contract price, will be required of the successful Bidder.

This Contract is subject to all applicable Federal Laws. This contract is subject to compliance with the Disadvantaged Business Enterprise program requirements as set forth by the Maine Department of Transportation.

All work shall be governed by "State of Maine, Department of Transportation, Standard Specifications, Revision of December 2002", price \$10 [\$13 by mail], and Standard Details, Revision of December 2002, price \$20 [\$25 by mail] Standard Detail updates can be found at <http://www.state.me.us/mdot/project/design/homepg.htm>

The right is hereby reserved to the MDOT to reject any and all bids.
Augusta, Maine
January 14, 2004



[Signature]
JOHN E. DORITY
CHIEF ENGINEER

SPECIAL PROVISION 102.7.3
ACKNOWLEDGMENT OF BID AMENDMENTS
&
SUBMISSION OF BID BOND VALIDATION NUMBER (IF APPLICABLE)

With this form, the Bidder acknowledges its responsibility to check for all Amendments to the Bid Package. For each Project under Advertisement, Amendments are located at <http://www.state.me.us/mdot/comprehensive-list-projects/project-information.php>. It is the responsibility of the Bidder to determine if there are Amendments to the Project, to download them, and to incorporate them into their Bid Package. The Maine DOT will not post Bid Amendments any later than noon the day before Bid opening.

Amendment Number	Date

The Contractor, for itself, its successors and assigns, hereby acknowledges that it has received all of the above referenced Amendments to the Bid Package. Failure to acknowledge receipt of all Amendments to the Bid Package will be considered a Non-curable Bid Defect in accordance with Section 102.11.1 of the Standard Specifications, Revision of December 2002.

CONTRACTOR

Date

Signature of authorized representative

(Name and Title Printed)

Bid Bond Validation Number _____
(Applicable to annual bid bonds or electronic bid bonds.)

MAINE DEPARTMENT OF TRANSPORTATION

BID

DATE OF OPENING :

CALL ORDER :

CONTRACT ID : 011401.00

PROJECTS

IM-95-1140 (100) E

IM-95-1140 (200) E

IM-95-1140 (300) E

COUNTY : PENOBSCOT

MAINE DEPARTMENT OF TRANSPORTATION

PAGE: 1

DATE: 040108

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 011401.00

PROJECT(S): IM-95-1140(100)E

IM-95-1140(200)E

IM-95-1140(300)E

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
SECTION 0001 HIGHWAY ITEMS						
0010	202.202 REMOVING PAVEMENT SURFACE	168950.000 SY				
0020	203.25 GRANULAR BORROW	125.000 CY				
0030	205.51 WIDENING OF EXISTING SHOULDER	875.000 SY				
0040	403.210 HOT MIX ASPHALT 9.5 MM HMA	16075.000 T				
0050	409.15 BITUMINOUS TACK COAT APPLIED	10150.000 G				
0060	424.32 ASPHALT RUBBER CRACK SEALER, APPLIED	750.000 G				
0070	424.321 ASPHALT RUBBER JOINT SEALER, APPLIED	51690.000 LF				
0080	504.069 CONCRETE PIPE TIES	104.000 EA				
0090	603.16 15 INCH CULVERT PIPE OPTION I	500.000 LF				

MAINE DEPARTMENT OF TRANSPORTATION

PAGE: 2

SCHEDULE OF ITEMS

DATE: 040108

REVISED:

CONTRACT ID: 011401.00

PROJECT(S): IM-95-1140(100)E

IM-95-1140(200)E

IM-95-1140(300)E

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0100	603.175 18 INCH REINFORCED CONCRETE PIPE CLASS III	48.000 LF				
0110	603.195 24 INCH REINFORCED CONCRETE PIPE CLASS III	144.000 LF				
0120	603.215 36 INCH REINFORCED CONCRETE PIPE CLASS III	56.000 LF				
0130	603.245 54 INCH REINFORCED CONCRETE PIPE CLASS III	8.000 LF				
0140	603.255 60 INCH REINFORCED CONCRETE PIPE CLASS III	24.000 LF				
0150	603.7424 REMOVE & RELAY 24 INCH CONCRETE PIPE	144.000 LF				
0160	603.7436 REMOVE & RELAY 36 INCH CONCRETE PIPE	28.000 LF				
0170	603.7454 REMOVE & RELAY 54 INCH CONCRETE PIPE	8.000 LF				
0180	603.746 REMOVE & RELAY 60 INCH CONCRETE PIPE	16.000 LF				
0190	604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	22.000 EA				

MAINE DEPARTMENT OF TRANSPORTATION

PAGE: 3

SCHEDULE OF ITEMS

DATE: 040108

REVISED:

CONTRACT ID: 011401.00

PROJECT(S): IM-95-1140(100)E

IM-95-1140(200)E

IM-95-1140(300)E

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0200	606.1721 BRIDGE TRANSITION - TYPE 1	10.000 EA				
0210	606.178 GUARDRAIL BEAM	375.000 LF				
0220	606.24 GUARDRAIL TYPE 3D - SINGLE RAIL	675.000 LF				
0230	606.25 TERMINAL CONNECTOR	2.000 EA				
0240	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	2.000 EA				
0250	606.35 GUARDRAIL DELINEATOR POST	139.000 EA				
0260	606.352 REFLECTORIZED BEAM GUARDRAIL DELINEATORS	525.000 EA				
0270	606.362 GUARDRAIL ADJUSTED	1500.000 LF				
0280	606.79 GUARDRAIL 350 FLARED TERMINAL	32.000 EA				
0290	610.08 PLAIN RIPRAP	380.000 CY				

MAINE DEPARTMENT OF TRANSPORTATION

PAGE: 4

SCHEDULE OF ITEMS

DATE: 040108

REVISED:

CONTRACT ID: 011401.00

PROJECT(S): IM-95-1140(100)E

IM-95-1140(200)E

IM-95-1140(300)E

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0300	613.319 EROSION CONTROL BLANKET	4500.000 SY				
0310	618.1401 SEEDING METHOD NUMBER 2 - PLAN QUANTITY	310.000 UN				
0320	619.1201 MULCH - PLAN QUANTITY	310.000 UN				
0330	627.618 12 INCH SOLID WHITE PAVEMENT MARK LINE	8110.000 LF				
0340	627.72 6 INCH WHITE PAVEMENT MARKING LINE	108375.000 LF				
0350	627.74 6 INCH YELLOW PAVEMENT MARKING LINE	59190.000 LF				
0360	627.75 WHITE OR YELLOW PAVEMENT AND CURB MARKING	1350.000 SF				
0370	627.77 REMOVING PAVEMENT MARKINGS	250.000 SF				
0380	627.781 TEMPORARY 6 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	185175.000 LF				
0390	629.05 HAND LABOR, STRAIGHT TIME	300.000 HR				

MAINE DEPARTMENT OF TRANSPORTATION

PAGE: 5

SCHEDULE OF ITEMS

DATE: 040108

REVISED:

CONTRACT ID: 011401.00

PROJECT(S): IM-95-1140(100)E

IM-95-1140(200)E

IM-95-1140(300)E

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0400	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	400.000 HR				
0410	631.122 MINI ALL-PURPOSE EXCAVATOR (INCLUDING OPERATOR)	70.000 HR				
0420	631.133 SKID STEER (INCLUDING OPERATOR)	55.000 HR				
0430	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	850.000 HR				
0440	631.18 CHAIN SAW RENTAL (INCLUDING OPERATOR)	35.000 HR				
0450	631.28 BRUSH CHIPPER (INCLUDING OPERATOR)	20.000 HR				
0460	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	45.000 HR				
0470	639.19 FIELD OFFICE TYPE B	1.000 EA				
0480	645.306 FLEXIBLE REFLECTORIZED DELINEATOR	200.000 EA				
0490	652.30 FLASHING ARROW BOARD	2.000 EA				
0500	652.33 DRUM	291.000 EA				

MAINE DEPARTMENT OF TRANSPORTATION

PAGE: 6

SCHEDULE OF ITEMS

DATE: 040108

REVISED:

CONTRACT ID: 011401.00

PROJECT(S): IM-95-1140(100)E

IM-95-1140(200)E

IM-95-1140(300)E

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS CTS	BID AMOUNT DOLLARS CTS
0510	652.34 CONE	275.000 EA		
0520	652.35 CONSTRUCTION SIGNS	725.000 SF		
0530	652.361 MAINTENANCE OF TRAFFIC CONTROL DEVICES	LUMP	LUMP	
0540	652.38 FLAGGER	900.000 HR		
0550	652.41 PORTABLE - CHANGEABLE MESSAGE SIGN	3.000 EA		
0560	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP	LUMP	
0570	659.10 MOBILIZATION	LUMP	LUMP	
	SECTION 0001 TOTAL			
	TOTAL BID			

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

_____ a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at _____

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, IM-395-1140(100)E, PIN 11401.00; IM-95-1140(200)E, PIN 11402.00; IM-95-1140(300)E, PIN 11403.00, for the Milling, Hot Mix Asphalt Overlay, Drainage and Safety Improvements in the city of Bangor and towns of Hampden, Hermon, Edinburg and Howland, County of Penobscot, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **August 28, 2004**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is _____

\$_____ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications Revision of December 2002 (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: IM-395-1140(100)E, PIN 11401.00; IM-95-1140(200)E, PIN 11402.00; IM-95-1140(300)E, PIN 11403.00, for the Milling, Hot Mix Asphalt Overlay, Drainage and Safety Improvements in the city of Bangor and towns of Hampden, Hermon, Edinburg and Howland, County of Penobscot, State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work on the date specified in the Engineer's "Notice to Commence Work" as stated in Section 107.2 of the Standard Specifications Revision of December 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan by 4:30pm on the day of bid opening to the Contracts Engineer.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

Date

(Signature of Legally Authorized Representative
of the Contractor)

Witness

(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David A. Cole, Commissioner

Witness

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

_____ a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at _____

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, IM-395-1140(100)E, PIN 11401.00; IM-95-1140(200)E, PIN 11402.00; IM-95-1140(300)E, PIN 11403.00, for the Milling, Hot Mix Asphalt Overlay, Drainage and Safety Improvements in the city of Bangor and towns of Hampden, Hermon, Edinburg and Howland, County of Penobscot, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **August 28, 2004**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is _____

\$_____ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications Revision of December 2002 (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: IM-395-1140(100)E, PIN 11401.00; IM-95-1140(200)E, PIN 11402.00; IM-95-1140(300)E, PIN 11403.00, for the Milling, Hot Mix Asphalt Overlay, Drainage and Safety Improvements in the city of Bangor and towns of Hampden, Hermon, Edinburg and Howland, County of Penobscot, State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work on the date specified in the Engineer's "Notice to Commence Work" as stated in Section 107.2 of the Standard Specifications Revision of December 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan by 4:30pm on the day of bid opening to the Contracts Engineer.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

Date

(Signature of Legally Authorized Representative
of the Contractor)

Witness

(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David A. Cole, Commissioner

Witness

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at 1705 U.S. Route 202, Winthrop, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and (Name of the firm bidding the job) a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at (address of the firm bidding the job)

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN No. 1224.00

for the Hot Mix Asphalt Overlay in the town/city of West Eastport, County of Washington, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before November 15, 2003. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is (Place bid here in alphabetical form such as One Hundred and Two dollars and 10 cents)
\$ (repeat bid here in numerical terms, such as \$102.10) Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications Revision of December 2002 (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of:

PIN 1234.00 West Eastport, Hot Mix Asphalt Overlay

State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work on the date specified in the Engineer's "Notice to Commence Work" as stated in Section 107.2 of the Standard Specifications Revision of 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan by 4:30pm on the day of bid opening to the Contracts Engineer.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

Date

(Witness Sign Here)
Witness

CONTRACTOR
(Sign Here)

(Signature of Legally Authorized Representative
of the Contractor)

(Print Name Here)
(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David A. Cole, Commissioner

(Witness)

BOND # _____

CONTRACT PERFORMANCE BOND
(Surety Company Form)

KNOW ALL MEN BY THESE PRESENTS: That _____
_____ **and the State of** _____, as principal,
and _____,
a corporation duly organized under the laws of the State of _____ and having a
usual place of business _____,
as Surety, are held and firmly bound unto the Treasurer of the State of Maine in the sum
of _____ **and 00/100 Dollars (\$** _____ **)**,
to be paid said Treasurer of the State of Maine or his successors in office, for which
payment well and truly to be made, Principal and Surety bind themselves, their heirs,
executors and administrators, successors and assigns, jointly and severally by these
presents.

The condition of this obligation is such that if the Principal designated as Contractor in
the Contract to construct Project Number _____ in the Municipality of
_____ promptly and faithfully performs the Contract, then this
obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety hereby waives notice of any alteration or extension of time made by the State
of Maine.

Signed and sealed this _____ day of _____, 20....

WITNESSES:

Signature.....

Print Name Legibly

Signature

Print Name Legibly

SURETY ADDRESS:

.....

.....

.....

TELEPHONE.....

SIGNATURES:

CONTRACTOR:

.....

Print Name Legibly

SURETY:

.....

Print Name Legibly

NAME OF LOCAL AGENCY:

ADDRESS

.....

.....

.....

BOND # _____

CONTRACT PAYMENT BOND
(Surety Company Form)

KNOW ALL MEN BY THESE PRESENTS: That _____
_____ **and the State of** _____, as principal,
and _____
a corporation duly organized under the laws of the State of _____ and having a
usual place of business in _____,
as Surety, are held and firmly bound unto the Treasurer of the State of Maine for the use
and benefit of claimants as herein below defined, in the sum of
_____ **and 00/100 Dollars (\$** _____ **)**
for the payment whereof Principal and Surety bind themselves, their heirs, executors and
administrators, successors and assigns, jointly and severally by these presents.

The condition of this obligation is such that if the Principal designated as Contractor in
the Contract to construct Project Number _____ in the Municipality of
_____ promptly satisfies all claims and demands incurred for all
labor and material, used or required by him in connection with the work contemplated by
said Contract, and fully reimburses the obligee for all outlay and expense which the
obligee may incur in making good any default of said Principal, then this obligation shall
be null and void; otherwise it shall remain in full force and effect.

A claimant is defined as one having a direct contract with the Principal or with a
Subcontractor of the Principal for labor, material or both, used or reasonably required for
use in the performance of the contract.

Signed and sealed this _____ day of _____, 20 .. .

WITNESS:

SIGNATURES:

CONTRACTOR:

Signature.....

Print Name Legibly

SURETY:

Signature.....

Print Name Legibly

SURETY ADDRESS:

NAME OF LOCAL AGENCY:

ADDRESS

TELEPHONE

SPECIAL PROVISION PARTNERING

The successful bidder will have the opportunity to enter into a cooperative partnership agreement with the State Department of Transportation for the contract. The objective of this agreement is the effective completion of the work on time and to the standard of quality that will be a source of pride to both the State and the Contractor. The partnering agreement will not affect the terms of the contract. It is intended only to establish an environment of cooperation between the parties. If the partnering agreement is accepted.

1. Contractor shall select and provide a third-party facilitator to conduct the team building workshop for the Contractor and Department personnel. Facilitator selection shall require Department concurrence. The cost for the facilitator and his associated expenses will be shared equally by the Department on the next monthly estimate, following receipt of invoice(s) from the Contractor, on an extra work basis.
2. Contractor and Department will exchange lists of the key personnel to be participants in the workshop. The list will contain the name and job title of each person, a contact phone number, and the address for job related correspondence.
3. The Contractor shall select the location and make all arrangements for space as required by facilitator, and for any meals required. This cost to be shared equally.
4. A working arrangement for the partnership will be agreed upon in writing at the workshop. The arrangement will set out the mutually recognized goals and expectation of the parties.
5. The Contractor and the Department agree to make an effort to maintain identified key personnel assigned to the work for its duration. A timely notice by each shall be given if changes by either must be made.
6. Project issues shall be processed in the manner agreed upon by the parties during the orientation.
7. Follow-up workshops may be held periodically throughout the duration of the contract as agreed by the Contractor and the Department.
8. The Partnering Agreement is not intended to be a legal document. Failure by either party to follow the process identified will not be grounds for any claim under the contract.
9. ARE YOU INTERESTED IN THIS OPPORTUNITY? YES _____ NO _____

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

IM-395-1140(100)E

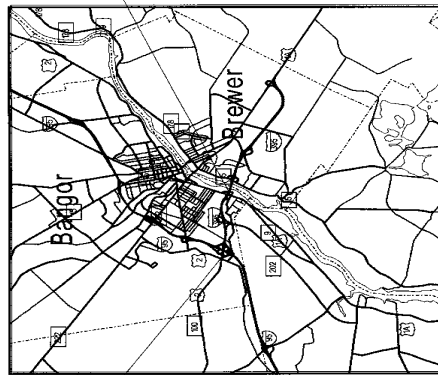
BEG PROJ STA 72+00
END PROJ STA 158+77



BANGOR

PENOBSCOT COUNTY
I-395 EAST\WEST BOUND
IM-395-1140(100)E

PROJECT LENGTH : 2.54 mi
MILLING, PAVING, DRAINAGE
& SAFETY IMPROVEMENTS



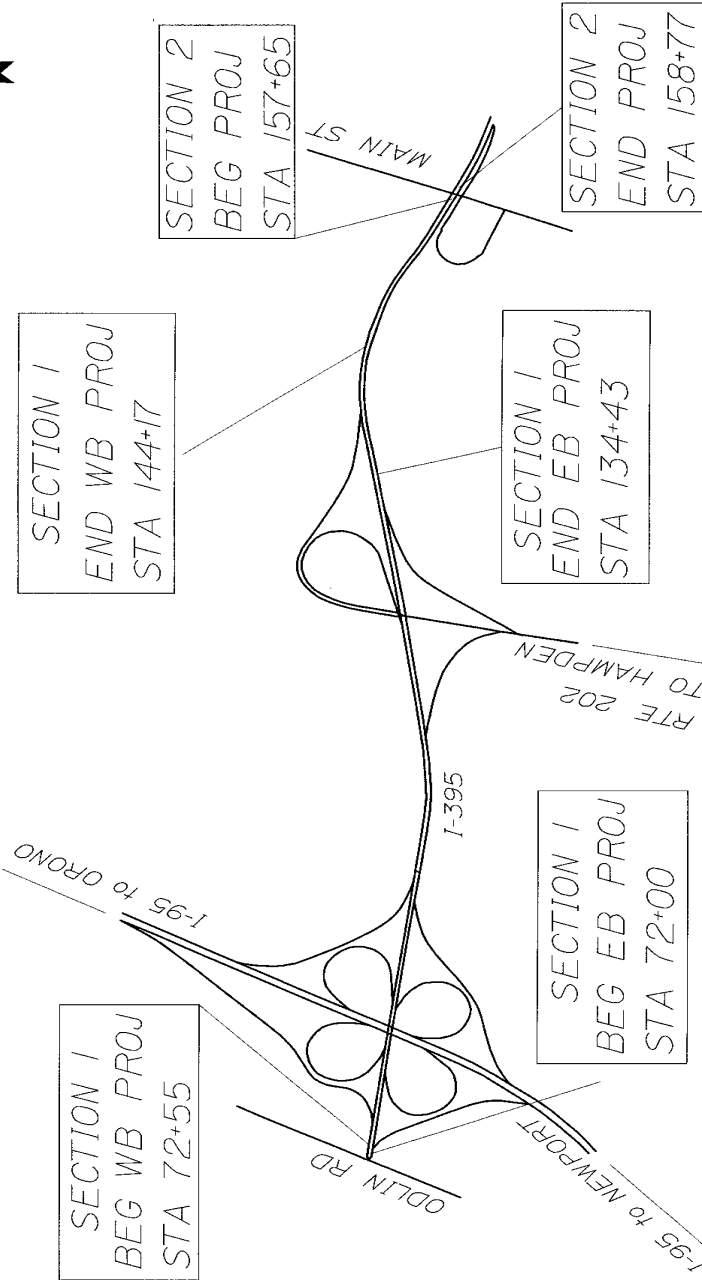
LOCATION MAP



Scale in Miles

TRAFFIC DATA

	SEC.1	SEC.2	SEC.3	SEC.4
Current (2004) AADT	17410	17970	14800	15050
Future (2024) AADT	24370	25160	20720	21070
DHV - % of AADT	11	11	11	11
Design Hour Volume	2681	2767	2279	2318
% Heavy Trucks (AADT)	13	12	15	14
% Heavy Trucks (DHV)	10	9	12	11
Directional Distribution (DHV)	100	100	100	100
18 kip Equivalent P 2.0	2511	2448	2569	2483
18 kip Equivalent P 2.5	2392	2332	2447	2365
Design Speed (mph)	65			



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED _____
DATE _____

COMMISSIONER: _____
12/24/03



SIGNATURE: _____
P.E. NUMBER: 8580
DATE: 12-22-03

PROJECT INFORMATION

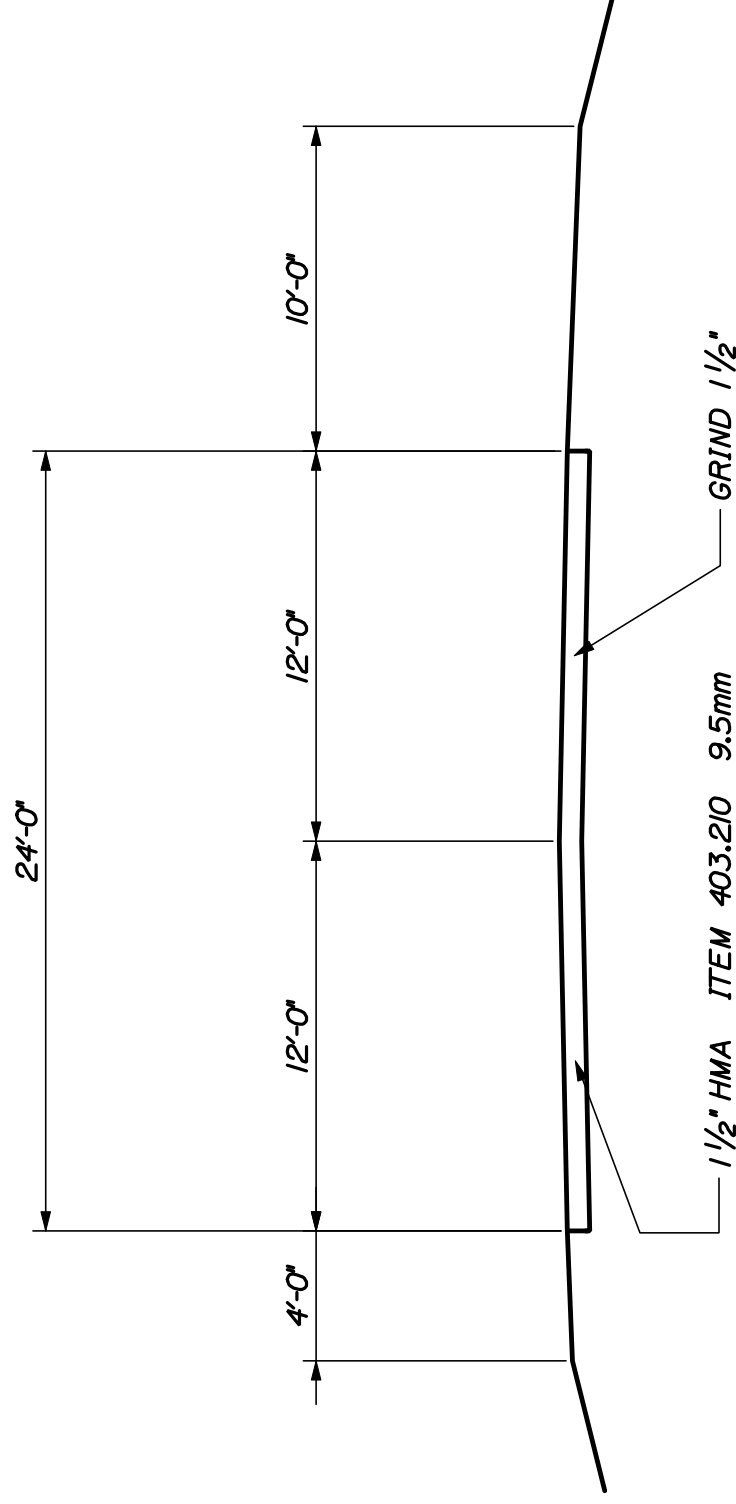
PROGRAM: _____
PROJECT MANAGER: _____
DESIGNER: _____
CONSULTANT: _____
PROJECT RESIDENT: _____
CONTRACTOR: _____
PROJECT COMPLETION DATE: _____

BANGOR
I-395 EST\WSTBND
TITLE SHEET

SHEET NUMBER
1
OF 1

IM-395-1140(100)E PIN 11401.00

**MAIN LINE
MILL & FILL**



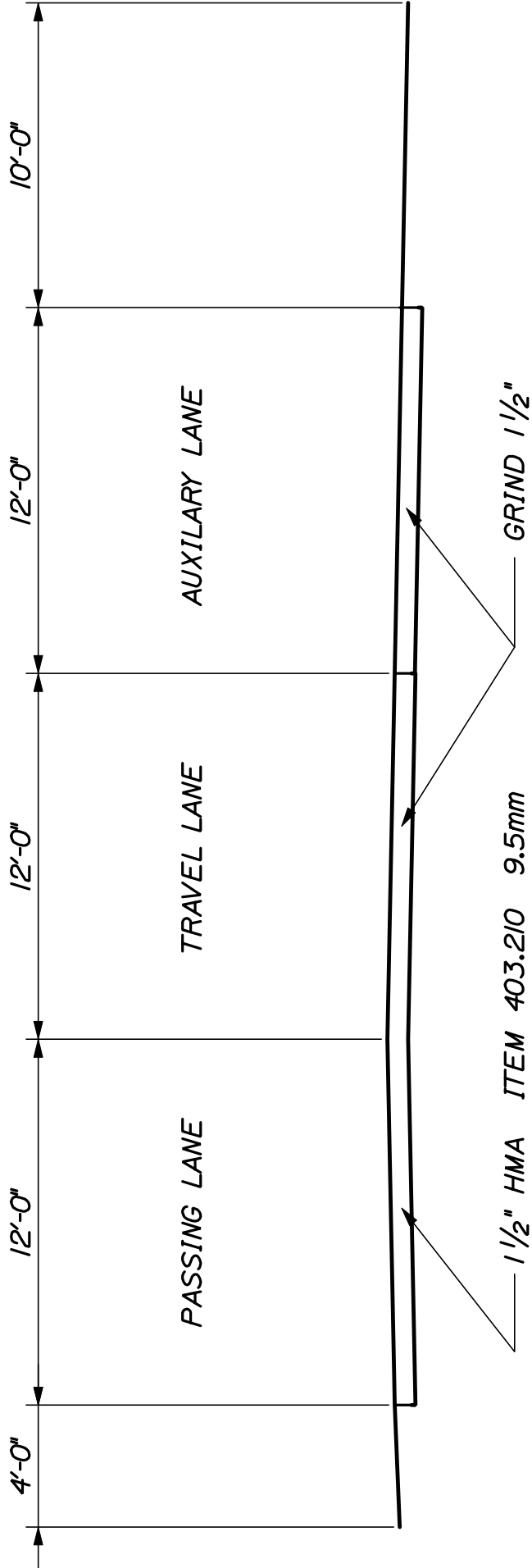
WESTBOUND

STA. 72+55 to 79+77
STA. 84+67 to 94+00
STA. 97+00 to 136+58

EASTBOUND

STA. 72+00 to 77+60
STA. 82+90 to 93+00
STA. 107+85 to 132+88

NOT TO SCALE



WESTBOUND

- STA. 79+77 to 84+67
- STA. 94+00 to 95+00
- STA. 96+18 to 97+00
- STA. 136+58 to 144+17

EASTBOUND

- STA. 77+60 to 82+90
- STA. 93+00 to 95+00
- STA. 96+18 to 107+85
- STA. 132+88 to 134+43

MAIN STREET OVERPASS

EAST END 54'-6"
WEST END 51'-3"

1 1/4" HMA ITEM 403.210 9.5mm GRIND 1 1/4"

WESTBOUND

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-395-1140(100)E
PIN
11401.00

HIGHWAY PLANS

DESIGN-REVIEWED
DESIGN-CHECKED
DESIGN-CREATED
BY
DATE

SIGNATURE
P.R. NUMBER
DATE

REVISIONS
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4

TYPICAL SECTIONS
BANGOR
I-395 EST\WSTBND

SHEET NUMBER
OF 7

NOT TO SCALE

BANGOR
1-395 EST\WSTBND

BANGOR
1-395 EST\WSTBND

	DESIGN-DETAILED
	CHECKED-REVIEWED
	DESIGN-DETAILED
	REVISED 1
	REVISED 2
	REVISED 3
	REVISED 4

[illegible]

SIGNATURE

—

DEPARTMENT OF TRANSPORT
STATE OF MICHIGAN
IM-395-1140(100)E
PIN
11401.00
H

MAIN STREET OVERPASS

39'-6"

1 1/4" HMA ITEM 403.210 9.5mm

GRIND 1 1/4"

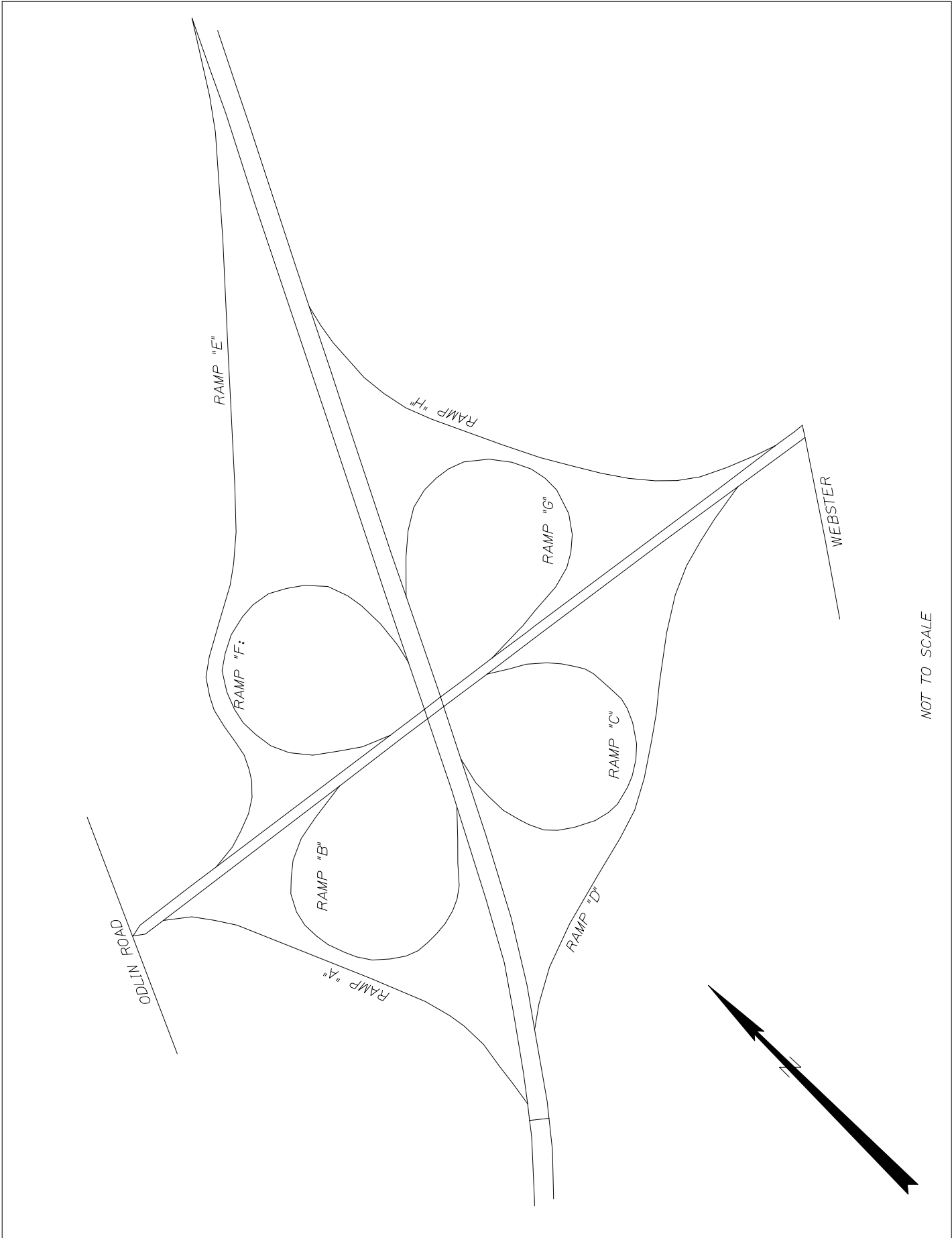
EASTBOUND

Diagram illustrating the cross-section of a road surface structure, showing three distinct layers with their respective thicknesses and materials:

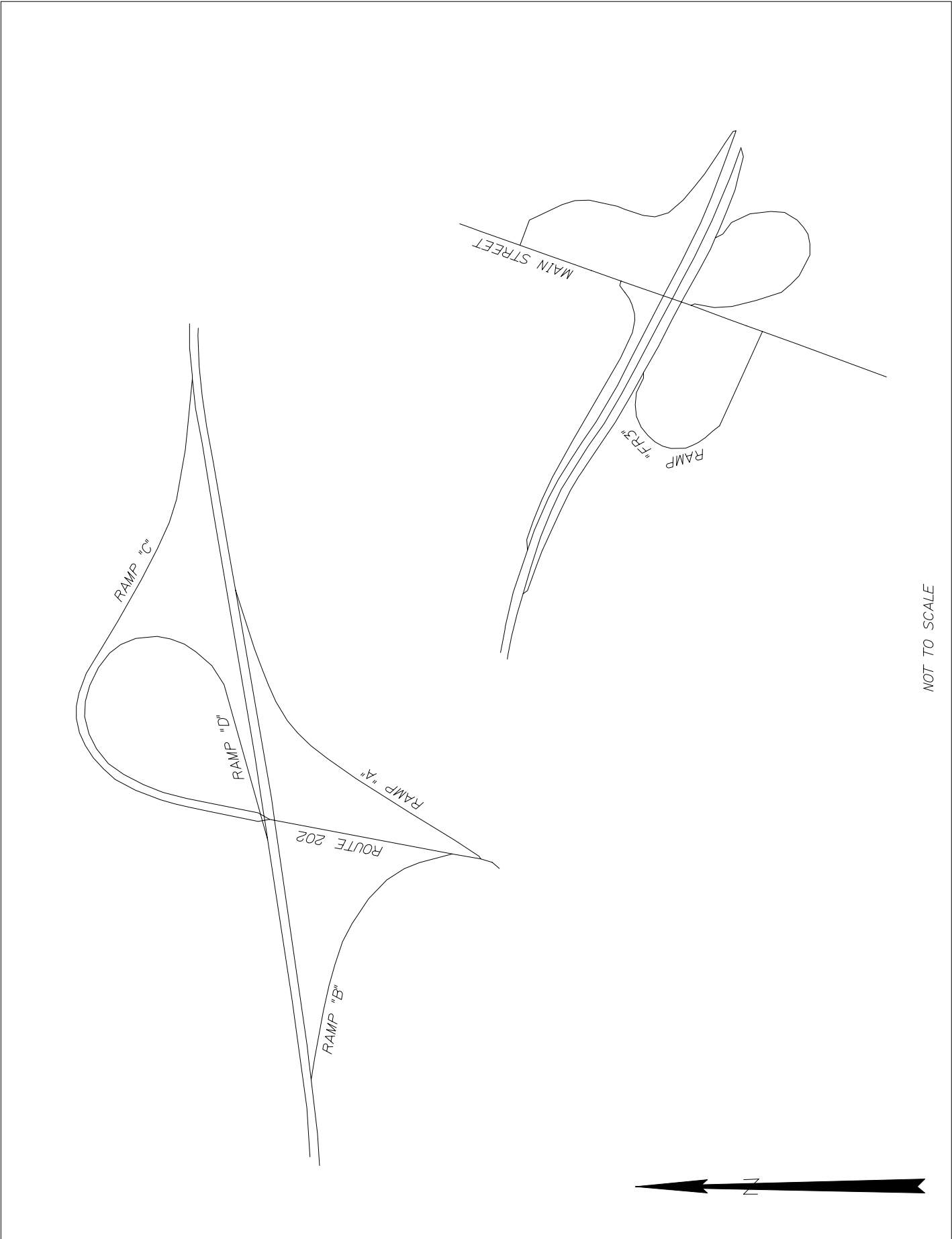
- Top Layer:** 1 1/2" HMA (Hot Mix Asphalt) with a thickness of 4'-0".
- Middle Layer:** ITEM 403.210 (Gravel) with a thickness of 16'-0".
- Bottom Layer:** GRIND 1 1/2" (Grind) with a thickness of 8'-0".

RAMP	"A" RTE	202	16' WIDE
RAMP	"B" RTE	202	18' WIDE
RAMP	"C" RTE	202	16' WIDE
RAMP	"D" RTE	202	14' WIDE
RAMP	"E" I-395	16' WIDE	

NOT TO SCALE



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	I-395 EST\WSTBND BANGOR PENOBSCOT COUNTY	SHEET NUMBER 1
11401.00	PLANS	OF 2



NOT TO SCALE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	I-395 EST\WSTBND BANGOR PENOBSCOT COUNTY	SHEET NUMBER 2
11401.00	PLANS	OF 2

Project IM-395-1140(100)E, Pin 11401.00

Bangor

Project description: Maine Federal Aid Project IM-395-1140(100)E, Pin 11401.00

Location: In Penobscot County, project IM-395-1140(100)E is located on I-395 Eastbound and Westbound.

Section I

Eastbound begins approximately .037 miles East of Odlin Road and extends easterly 1.18 miles and ending approximately 0.44 miles West of Rte. 202.(Main Street)

Westbound begins approximately .047 miles East of Odlin Road and extends easterly 1.36 miles and ending approximately 0.26 miles West of Rte. 202. (Main Street)

Section II

Eastbound, Westbound and Ramp FR3 begin approximately at the West side of Rte. 202 and extend easterly 0.021 miles to the East side of Rte. 202 (Main St Overpass)

Outline of Work: Grinding pavement, hot mix asphalt, asphalt rubber joint seal, drainage, guardrail and other incidental work.

Project Stationing

Section I

Eastbound

Begin @ sta. 72+00
End @ sta. 134+43

Westbound

Begin @ sta. 72+55
End @ sta. 144+17

Equations

Sta. 109+34.36 Bk. = 109+37.54 Ahd. = -3.18'

Bridge Locations

Station	to	Station	Bridge Name	Distance
95+00		96+18	Webster Ave. Overpass	118'

Total Length 7,217'
Minus bridge 118'
Minus equation 3'

Section I total length 7,096'

Section II

Eastbound

Begin @ sta. 157+65 (Main St. Overpass)
End @ sta. 158+77

Ramp FR3 (Eastbound on ramp from Main St.)

Begin @ sta. 13+20 (Main St. Overpass)
End @ sta. 14+32

Westbound

Begin @ sta. 157+65 (Main St. Overpass)
End @ sta. 158+77

Section II total length 112'

Total project length = 7,208 l.f. = 1.37 miles

Construction Notes

Item 202.202 Removing Pavement Surface

Section I

Main Line

Sta	to	Sta	L.F	Depth	Remarks
72+00		95+00	2300	1½"	Eastbound
95+00		96+18	-	0	Concrete bridge deck
96+18		109+34± bk.	1316	1½"	Eastbound
109+37± ahd.		134+43	2506	1½"	Eastbound
72+55		95+00	2245	1½"	Westbound
95+00		96+18	-	0	Concrete bridge deck
96+18		109+34± bk.	1316	1½"	Westbound
109+37± ahd.		144+17	3480	1½"	Westbound

Ramp "B"

13+58		15+10	152	1½"	
15+10		15+85	75	1½"- 3"	Transition
15+85		24+50	865	3"	
24+50		25+25	75	3"- 1½"	Transition
25+25		26+90	165	1½"	

Ramp "C"

14+15		14+90	75	1½"- 3"	Transition
14+90		25+30	1040	3"	
25+30		26+05	75	3"- 1½"	Transition
26+05		27+00	95	1½"	

Ramp "D"

10+75		12+20	145	1½"	
12+20		12+95	75	1½"- 3"	Transition
12+95		27+75	1480	3"	
27+75		28+50	75	3"- 1½"	Transition
28+50		29+55	105	1½"	

Ramp "E"

25+35		27+00	165	1½"	
-------	--	-------	-----	-----	--

Ramp "F"

11+88		13+60	172	1½"	
13+60		14+35	75	1½"- 3"	Transition
14+35		24+35	1000	3"	
24+35		25+10	75	3"- 1½"	Transition
25+10		27+13	203	1½"	

Ramp "G"

13+28		15+35	207	1½"	
15+35		16+10	75	1½"- 3"	Transition
16+10		24+45	835	3"	
24+45		25+20	75	3"- 1½"	Transition

Item 202.202 Removing Pavement Surface- Cont.

Sta	to	Sta	L.F	Depth	Remarks
Ramp 'H'					
12+30		14+00	170	1½"	
14+00		14+75	75	1½"- 3"	Transition
14+75		26+30	1155	3"	
26+30		27+05	75	3"- 1½"	Transition
Ramps @ Rte, 202					
20+00		26+95	695	1½"	Ramp "A"
1+85		3+40	155	1½"	Ramp "B"
0+42		2+00	158	1½"	Ramp "C"
25+00		31+80	680	1½"	Ramp "D"

Section II

Sta	to	Sta	L.F	Depth	Remarks
157+65		158+77	112	1¼"	*Eastbound
157+65		158+77	112	1¼"	*Westbound
13+20		14+32	112	1¼"	*Ramp FR3

*Bridge over Main St.

Above locations are estimates only and may be changed by the Resident.

Item 424.321 Asphalt Rubber Joint Sealer Applied

Section I

Eastbound

Sta.	to	Sta.	Remarks
72+00		95+00	Longitudinal joint between travel lane and passing lane.
96+18		109+34 bk,	Longitudinal joint between travel lane and passing lane.
109+37ahd.		134+43	Longitudinal joint between travel lane and passing lane.
77+60		82+90	Longitudinal joint between travel lane and decel.- accel. lane.
93+00		95+00	Longitudinal joint between travel lane and decel.- accel. lane.
96+18		107+85	Longitudinal joint between travel lane and decel.- accel. lane.
132+88		134+43	Longitudinal joint between travel lane and decel.- accel. lane.

Westbound

72+55		95+00	Longitudinal joint between travel lane and passing lane.
96+18		109+34 bk	Longitudinal joint between travel lane and passing lane.
109+37 ahd.		144+17	Longitudinal joint between travel lane and passing lane.
79+77		84+67	Longitudinal joint between travel lane and decel.- accel. lane.
94+00		95+00	Longitudinal joint between travel lane and decel.- accel. lane.
96+18		97+00	Longitudinal joint between travel lane and decel.- accel. lane.
136+58		144+17	Longitudinal joint between travel lane and decel.- accel. lane.

Section II

Eastbound, Westbound and Ramp FR3 (Main St. Overpass)

All longitudinal joints on bridge

Item 424.32 Asphalt Crack Sealer, Applied

Mainline shoulders and Ramp "A" and "E"

Item 604.18 Adjusting Man holes or Catch Basins to Grade

Station	Side	Remarks
19+00	Lt.	Ramp "B"
21+42	Lt.	Ramp "B"
24+00	Lt.	Ramp "B"
14+50	Lt.	Ramp "C"
18+00	Lt.	Ramp "C"
21+50	Lt.	Ramp "C"
24+31	Lt.	Ramp "C"
15+25	Lt.	Ramp "G"
19+00	Lt.	Ramp "G"
22+50	Lt.	Ramp "G"
15+59	Rt.	Ramp "H"
19+00	Rt.	Ramp "H"
26+00	Rt.	Ramp "H"
12+50	Rt.	Ramp "D"
16+50	Rt.	Ramp "D"
22+50	Lt.	Ramp "D"
26+15	Rt.	Ramp "D"
14+10	Lt.	Ramp "F"
18+50	Lt.	Ramp "F"
23+00	Lt.	Ramp "F"

Item 606.1721 Bridge Transition - Type I

Station	to	Station	Side	Remarks
94+66		94+85	Rt.	Webster Ave. Overpass
96+35		96+54	Lt.	Webster Ave. Overpass

A concrete or granite transition curb as shown in the Standard Details, 526(21) & 526(22) shall be installed at the above locations.

Furnishing and installing the transition curb will be incidental to item 606.1721.

Item 606.25 Terminal Connectors

Station	Side	Remarks
95+95	Rt.	Eastbound - Webster Ave. Overpass
95+23	Lt.	Westbound - Webster Ave. Overpass

Item 606.362 Guardrail Adjust

1000 L.F. at undetermined location

Item 610.08 Plain Riprap

Station	to	station	Side	Remarks
83+00		84+00	Lt.	Ditch
102+00		102+45	Lt.	Ditch
111+65			Lt.	Downspout
113+00			Lt.	Downspout
113+36			Lt.	Downspout
115+57			Lt.	Downspout
15+75			Rt.	Downspout & ditch,
18+85			Rt.	Downspout, Ramp "H"
22+50		23+00	Lt.	Downspout, Ramp "G"
14+50			Lt.	Downspout, Ramp "C"
18+00			Lt.	Downspout, Ramp "C"
13+50			Rt.	Outlet ditch, Ramp "D"

Above locations are estimates only and may be changed by the Resident.

Item 629.05 Hand Labor

This item to be used for plumbing existing delineator posts, cleaning culverts, clearing, cleaning winter sand from guardrail areas and any other items as directed by the Resident.

Item 631.18 Chain Saw Rental & Item 631.28 Brush Chipper

The items are to be used to clear trees and brush at various locations. (exclusive of culvert ends) Also to cut off the ends of damaged metal pipes.

**Item 631.12 All Purpose Excavator, 631.172 Truck –Large,
631.133 Skid Steer and 631.122Mini-Excavator**

The above items are estimated for removing excess material from inslopes, insloping guardrail areas, ditching and any other work as directed by the Resident. Skid Steer is intended to be used under guardrail beam.

DRAINAGE 11401.00 BANGOR I-395

STATION	SIZE (inches)	REMOVE (l.f.)	RELAY (l.f.)	INSTALL NEW (l.f.)	RIPRAP *(c.y.)	*PIPE TIES	REMARKS
73+00 Rt.	15						Pipe end buried, ditch out 20' ± then check pipe.
73+00 Lt.	15						Pipe end buried, clean out then check pipe.
74+00 Lt.	36	12 RCP	12 RCP		3.2	4	
76+10 Rt.	CB						Clean catch basin
76+10 Median	CB						Clean catch basin
76+10 Lt.	CB						Clean catch basin
76+10 Lt.	15						Pipe end buried, ditch out 100' ± then check pipe.
78+40 Lt.	15						Pipe end buried, ditch out 25' ± then check pipe.
79+90 Lt.	15						Pipe end buried, ditch out 30' ± then check pipe.
79+90 median	CB						Clean catch basin
79+90 Lt.	CB						Clean catch basin
79+90 Rt.	CB						Clean catch basin
79+90 Rt.	15						Pipe end buried, ditch out 20' ± then check pipe.
79+95 Rt.	24	8 RCP	8 RCP		2.4	2	
82+11 Rt.	24						Pipe end buried, ditch out 75' ± then check pipe.
82+47 Lt.	24						Pipe end buried, ditch out 50' ± then check pipe.
83+00 Rt.	CB						Clean catch basin
83+00 Rt.	15						Pipe end buried, ditch out 10' ± then check pipe.
83+00 Median	CB						Clean catch basin
84+00 Lt.	CB						Clean catch basin
84+00 Lt	15						Pipe end buried, ditch out 15' ± then check pipe.
Note: Estimated 140 l.f. of 15" culvert pipe opt. I for locations where existing pipes are found to be unacceptable after inspection.							
Note: Estimated 120 l.f. of 15" culvert pipe opt. I @ 350 flared terminal areas if necessary, Item# 603. 16							

* Estimate only

DRAINAGE 11401.00 BANGOR I-395

STATION	SIZE (inches)	REMOVE (l.f.)	RELAY (l.f.)	INSTALL NEW (l.f.)	RIPRAP *(c.y.)	*PIPE TIES	REMARKS
87+00 Rt.	15						Ditch outlet 20' ±
90+65 Rt.	24						Pipe end buried, ditch outlet 100' ± then check pipe.
93+26 Rt.	36						Pipe end buried, ditch outlet 50' ± then check pipe.
93+26 Lt.	36	8 RCP	8 RCP		3.2	2	
97+00 Rt.	15						Ditch outlet 10' ±
97+00 Median	CB						Clean catch basin
103+95 Rt.	24						Ditch outlet 15' ±
103+95 Lt.	24	14 ACCOMP		16 RCP	2.4	4	Ditch outlet 20' ±
122+00 Lt.	24	22 ACCOMP		24 RCP	2.4	4	
122+00 Rt.	24						Ditch outlet 50' ±
138+15 Median	12						Clean out pipe end (x- over)
138+75 Median							Clean out pipe end (x- over)
Ramp "B"							
16+75 Lt.	36	34 ACCOMP		32 RCP	3.2	4	
19+00 Lt.	15						Ditch outlet 20' ±
22+25 Lt.	36	25 ACCOMP		24 RCP	3.2	4	
24+00 Lt.	15						Pipe end buried, ditch outlet then check pipe.
26+20 Lt.	15						Ditch outlet 15' ±

Note: Estimated 120 L.F. of 15" culvert pipe opt. I @ 350 flared terminal areas if necessary, Item# 603. 16

* Estimate only

DRAINAGE 11401.00 BANGOR I-395

STATION	SIZE (inches)	REMOVE (l.f.)	RELAY (l.f.)	INSTALL NEW (l.f.)	RIPRAP *(c.y.)	*PIPE TIES	REMARKS
Ramp "C"							
14+50 Lt.	15	20 ±		16 Opt. I	2.0		Connects to catch basin
18+00 Lt.	15	26 ±		20 Opt. I	2.0		Connects to catch basin
21+50 Lt.	15						Ditch outlet (hand work)
23+00 Lt.	24	8 RCP	8 RCP		2.4	2	
Ramp "D"							
12+50 Rt.	15						Ditch outlet (hand work)
13+50 Rt.	36				25		Ditch outlet 75' ±, Riprap ditch as directed.
22+80 Lt.	15						Ditch outlet (hand work)
22+80 Rt.	60	24 ACCOMP		24 RCP	4.5	4	
22+80 Lt.	60	16 RCP	16 RCP		4.5	4	Ditch outlet 15' ±
26+15 Rt.	15						Pipe end buried, ditch outlet then check pipe.
28+56 Rt.	15						Clean catch basin
28+56 Rt.	CB						
Ramp "F"							
14+10 Lt.	15						Ditch outlet (hand work)
18+50 Lt.	15						Cut 2' from end of pipe & ditch outlet 15' ±
23+00 Lt.	15						Ditch outlet 10' ±
25+25 Rt.	CB						Locate buried catch basin in gore area.
Ramp "G"							
15+25 Lt.	15						Cut 3' from end of pipe & ditch outlet 30' ±
16+05 Lt.	15						Pipe end buried, ditch out 30' ± then check pipe.
19+00 Lt.	15						Ditch outlet 20' ±
Ramp "H"							
15+59 Rt.	24	18 ACCOMP		16 RCP	2.4	4	

***Estimate only**

GUARDRAIL

I-395
11401.00
Bangor

350 FLARED TERMINAL Station	INSTALL NEW GUARDRAIL TYPE 3D		SHOULDER WIDENING *s.y.	REMARKS
	Station	to Station l.f.		
Mainline				
78+65 to 79+02 Rt.			-	
114+28 to 114+65 Rt.			30	
138+20 to 137+83 Lt.			30	
120+75 to 120+38 Lt.			30	
104+63 to 104+26 Lt			30	
23+58 to 23+21 Rt.			-	Ramp "B"
23+36 to 22+99 Lt.			-	Ramp "B"
21+04 to 20+67 Rt.			-	Ramp "B"
26+60 to 26+23 Lt.			-	Ramp "C"
25+66 to 25+29 Rt.			-	Ramp "C"
16+40 to 16+03 Lt.			-	Ramp "C"
13+10 to 13+47 Lt.			-	Ramp "D"
27+82 to 28+19 Rt.	28+19	28+69	50	Ramp "D"
17+70 to 17+33 Lt.			-	Ramp "F"
24+75 to 24+38 Rt.			-	Ramp "G"
16+05 to 15+68 Rt.			-	Ramp "G"
18+90 to 19+27 Lt.			-	Ramp "H"

* Estimate only

** Widen existing flare

Note: Existing BCT's and MELT's to be replaced with FT 350's

GENERAL NOTES

1. No utility involvement is anticipated.
2. Where ditching is called for on the plans or by the Resident the ditch shall generally conform to the original template. Excavation shall be placed in designated areas or disposed of as directed by the Resident. Payment for excavating will be made under the appropriate labor and equipment hourly item. Required ditch protection shown is for estimating purposes only. Actual locations for erosion control blanket and riprap shall be determined in the field by the Resident.
3. All waste material not used on the project shall be disposed of off the project in waste areas approved by the Resident.
4. If foundation material is required under culverts, it will meet the requirements for granular borrow-underwater backfill and will be paid for as granular borrow.
5. Hot mix asphalt shall be placed along exposed joints at ramps on a 12:1 taper to maintain traffic. Placement, maintenance and removal of these tapers will be considered incidental to Item 403. Shall be placed to the width as specified by the Resident Engineer.
6. All joints between existing and proposed hot mix asphalt shall be butted.
Payment shall be made under Item 202.202.
7. Inlets and outlets of all disturbed culverts shall be riprapped unless otherwise noted or directed by the Resident.
8. Any necessary modifications of existing RCP or proposed RCP to properly connect extensions to existing RCP and/or connectors shall be considered incidental to Item 603.
9. Existing culverts shall be cleaned as directed by the Resident. Payment will be made under Item 631.32 Culvert Cleaner (including operator).
10. The inslopes adjacent to culvert replacement sections shall be graded to blend as directed by the Resident. Payment will be considered incidental to 603 items.
11. As directed by the Resident, all existing underdrain outlets shall be located, cleaned and ditched as necessary. Payment shall be made under the appropriate hourly contract item.
12. A 3 foot square riprap pad shall be constructed at underdrain outlets as directed by the Resident.
13. All ditches that are regraded/excavated must receive erosion control immediately, as directed by the Resident.

GENERAL NOTES

14. A 18 inch wide strip of fabric meeting the requirements of erosion control geotextile or as approved by the Resident shall be placed over the joints of newly laid pipe as directed by the Resident. The furnishing and placing of fabric will be incidental to the 603 items.
15. It may be necessary to clear some culvert ends of brush and small trees. These areas shall be determined by the Resident, and payment shall be incidental to the 603 items.
16. One guardrail delineator post shall be installed at each underdrain outlet.
17. Existing guardrail, BCT^s, MELT^s, damaged demountable reflectorized delineators and culvert pipe not required for completion of the project shall become the property of the Contractor. No separate payment will be made for removal and disposal.
18. Item 606.178 Guardrail Beam shall include furnishing and installation.
19. 350 Flared Terminals shall be installed concurrently with the placement of each run of beam guardrail.
20. Connections for proposed guardrail to existing guardrail will be considered incidental to Item 606.1721.
21. Holes created by guardrail removal will be backfilled and compacted with approved materials as directed by the Resident. This work will be incidental to Item 606.79.
22. The tops of wooden posts for the FT350 shall be cut off flush with the top of rail. This work will be considered incidental to Item 606.79.
23. Blockouts for Type 1 Bridge Transition shall be incidental.
24. Replacement of damaged offset brackets will be considered incidental to item 606.362.
25. Two metal guardrail delineator posts will be installed at the leading end and one at the trailing end of each run of guardrail unless otherwise directed by the Resident.
26. The deceleration and acceleration lanes shall have the same treatment as mainline.
27. When milling the lane adjacent to the newly placed pavement, the rotomill shall mill into the newly placed pavement by 1 ± inch or as directed by the Resident.
28. Milling widths may be adjusted by the Resident.
29. Traffic will not be allowed on the milled pavement surface on mainline.

GENERAL NOTES

30. Any damage to the slopes caused by the Contractors equipment, personnel, or operation shall be repaired to the satisfaction of the Resident. All work, equipment, and materials required to make repairs shall be at the contractor's expense. Repair work, if necessary, shall not be done on or adjacent to lane carrying traffic.
31. All work necessary to connect culverts to existing catch basins will be incidental to Item 603.16.
32. All pavement grindings will become the property of the State of Maine and will be delivered and stockpiled at the MDOT lot on Whiting Hill located on Rte.1A in Brewer, located 3.6 miles East of the Main St. Overpass on I-395.
Payment for delivery and stockpiling will be incidental to Item 202.202.
Stockpiling shall include all equipment, personnel and all other necessary incidentals required to construct stockpiles as per normal construction practice.
33. Stations referenced in the construction notes are approximate.
34. Material used for slope surface on shoulder widenings shall be capable of supporting grass growth.
35. Guardrail delineator posts shall be installed at all pipes 24 inches or less in diameter.
36. Temporary erosion control blanket is estimated for use in ditching areas. When used in other areas to conform with Special Provision 656 will not be measured.
37. Widening of existing shoulder for Guardrail 350 Flared Terminal will be constructed as shown on the typicals and paid under Item 205.51 Widening of Existing Shoulder.
38. Grinding transition tapers at catch basins to be paid under Item 202.202.
39. The paved gore areas between the on/off ramps and the mainline shall have an edge line of 12 inch white pavement marking line, item 627.618, as directed by the Resident.
40. Crossovers may be used during construction and paving operations when authorized by the Resident. Routing of all trucks and equipment shall be subject to the approval of the Resident.
41. Where deemed necessary by the Resident, winter sand (outside paved areas) shall be removed from the edge of the shoulder and placed in designated areas or disposed of. Payment will be made under the appropriate hourly items. The disposal of all waste (including but not limited to obtaining waste permits, grading, mulching and seeding) shall be considered incidental to the related rental items.

GENERAL NOTES

- 43. Adjusting Double Rail guardrail will be paid under Item 606.36 Guardrail Adjust.
- 44. Reference to left or right is in the direction of stationing reference to Eastbound or Westbound is in the general direction of I-395.
- 45. No separate payment for superintendent or foreman will be made for the supervision of work paid under equipment rental items.
- 46. "Undetermined locations", as stated in the construction notes shall be determined by the Resident.
- 47. Cleaning of the pavement following rental work will be considered incidental to the rental items. Cleaning will be done daily and to the satisfaction of the Resident prior to the Contractor leaving the project for the day.

48. **GENERAL OUTLINE OF WORK**

- (a) From sta.72+00 to sta.134+43 Eastbound and sta.72+55 to sta.144+17 Westbound shall have the traveled lane, passing lane and auxiliary lane milled out to a depth of 1½ inches.
 - . Milled areas shall be paved with 1 layer of HMA Item 403.210.

Ramps shall be milled full width in curb areas as shown in the Construction Notes and on the typicals unless otherwise directed by the Resident. Milled areas shall be paved with 1 layer of HMA Item 403.210 unless otherwise directed by the Resident.

Ramps "A" and "B" and shoulders on mainline are to be crack sealed.

The bridge over Main Street shall be milled full width to a depth of 1¼ inch and paved with 1 layer of Item 403.210.

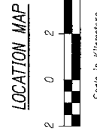
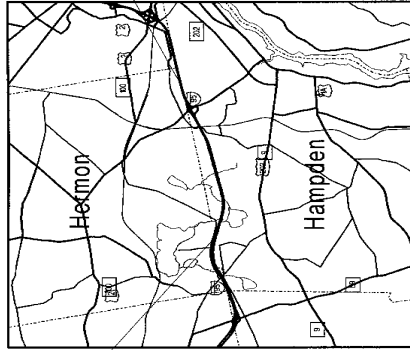
- (b) This is not meant to be a sequence of events.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



IM-95-1140(200)E

BEG PROJ STA 3476+25
END PROJ STA 3675+00



MILLING, PAVING, DRAINAGE
AND SAFETY IMPROVEMENTS

TRAFFIC DATA

	SEC 1 1-95 NB EXITS 43 & 44	SEC 2 1-95 SB EXITS 44 & 45
Current (2004) AADT	11320	13800
Future (2024) AADT	16980	20700
DHV - % of AADT	11	13
Design Hour Volume	1868	2691
% Heavy Trucks (AADT)	16	14
% Heavy Trucks (DHV)	9	8
Directional Distribution (DHV)	100	100
80 KN Equivalent P 2.0	1654	1712
80 KN Equivalent P 2.5	1576	1631
Design Speed mph	55 to 65	

HAMPDEN-HERMON

PENOBSCOT COUNTY

I-95 NORTHBOUND

IM-95-1140(200)E

PROJECT LENGTH : 3.76 mi

LEVEL 2

B & A RR BRIDGE
STA. 3626+54

Hermon

SQUADABSCOOK ST. SQUADABSCOOK STR.
BRIDGE WEST BRIDGE EAST
STA 3491+09 STA. 3557+90



COLDBROOK RD

BEG PROJECT
STA 3476+25

EQA. 3614+79.4 BK=
3615+35.71 AHD

SQUADABSCOOK STR.
BRIDGE CENTER
STA 3517+50

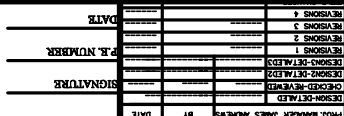
Hampden

PROGRAM	PROJECT INFORMATION
PROJECT MANAGER	DESIGNER
CONSULTANT	PROJECT RESIDENT
CONTRACTOR	PROJECT COMPLETION DATE
DATE	DATE
APPROVED	DATE
COMMISSIONER	CHIEF ENGINEER
STATE OF MAINE	DEPARTMENT OF TRANSPORTATION

HAMPDEN-HERMON	1-95 NORTHBOUND	TITLE SHEET
IM-95-1140(200)E	PIN 11402.00	

SHEET NUMBER	1	OF 1
--------------	---	------

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	IM-95-1140(200)E	PIN 11402.00 HIGHWAY PLAN
--	------------------	---------------------------------



HAMPDEN-HERMON
1-95 NORTHBOUND

SHEET NUMBER

OF 2

NOT TO SCALE

Project IM-95-1140(200)E, Pin 11402.00 Hampden - Herman

Project description: Maine Federal Aid Project IM-95-1140(200)E, Pin 11402.00

Location: In Penobscot County, project IM-95-1140(200)E is located on Northbound beginning approximately 1.74 miles North of the Newburgh-Hampden town line and extends northerly 3.63 miles and ending approximately at the Hampden- Herman town line.

Outline of Work: Grinding pavement, hot mix asphalt, asphalt rubber joint seal, crack sealing, drainage, guardrail and other incidental work.

Project Stationing

Northbound

Begin project sta. 3476+25 (1420' South of Souadabscook Stream Bridge-West)

End project @ sta. 3675+00 (120' North of the Hampden- Herman townline)

Equations

Sta. 3614+79.4 Bk. = 3615+35.71 Ahd. = -56.31'

Bridge Locations

Station	to	Station	Bridge Name	Distance
3490+44		3491+74	Souadabscook Str. Bridge-West	130'
3516+85		3518+15	Souadabscook Str. Bridge-Center	130'
3557+25		3558+55	Souadabscook Str. Bridge-East	130'
3625+44		3627+64	B&ARR Bridge	220'

Total Length 19,819'

Minus bridges 610'

Total Project Length 19,209' = 3.63 miles

Construction Notes

Item 202.202 Removing Pavement Surface

Sta	to	Sta	L.f.	Depth	Remarks
3476+25		3490+44	1419	2"	
Souadabscook Str. Bridge-West					
3491+74		3516+85	2511	2"	
Souadabscook Str. Bridge- Center					
3518+15		3557+25	3910	2"	
Souadabscook Str. Bridge- East					
3558+55		3614+79 Bk.	5624	2"	Equation
3615+35 Ahd.		3625+44	1009	2"	
B&A Railroad					
3627+64		3675+00	4736	2"	
Ramps					
Ramp "E" Colebrook Road –NB off ramp					
7+30		22+15	1485	1½"	
Ramp "F" Colebrook Road NB on ramp					
6+88		20+30	1342	1½"	
Ramp "G" Colebrook Road NB on ramp					
0+80±		3+00±	220	1½"	

Above locations are estimates only and may be changed by the Resident.

Inslope Excavation – Guardrail (paid under hourly items)

Station	to	Station	Side	L.f.
3487+68		3490+25	Lt	257
3491+65		3493+64	Lt	199
3514+20		3516+82	Lt	262
3518+20		3519+75	Lt	155
3554+10		3557+25	Lt	315
3558+55		3560+40	Lt	185
3618+32		3625+57	Lt	725
3627+72		3642+10	Lt	1438
3652+72		3655+60	Lt	288
3652+20		3655+78	Rt.	358

Above locations are estimates only and may be changed by the Resident.

Item 424.32 Asphalt Crack Sealer, Applied

Mainline shoulders and ramp shoulders

Item 606.1721 Bridge Transition - Type I

Station	to	Station	Side	Remarks
3490+40±		3490+59±	Rt.	Souadabscook-West
3490+17±		3490+36±	Lt.	Souadabscook-West
3516+66±		3516+87±	Rt.	Souadabscook-Center
3516+66±		3516+85±	Lt.	Souadabscook-Center
3557+14±		3557+33±	Rt.	Souadabscook-East
3557+05±		3557+24±	Lt.	Souadabscook-East
3625+13±		3625+32±	Rt.	B&A Railroad
3625+40±		3625+59±	Lt.	B&A Railroad

A concrete or granite transition curb as shown in the Standard Details, 526(21) & 526(22) shall be installed at the above locations.

Furnishing and installing the transition curb will be incidental to item 606.1721.

Item 606.362 Guardrail Adjust

500 L.F. at undetermined locations.

Item 610.08 Plain Riprap

Station	Side	Remarks
3649+35±	Rt.	Downspout to culvert inlet
11+70± to 12+50±	Lt.	Ramp "E"
13+00±	Lt.	Ramp "F", Downspout to culvert inlet

Item 629.05 Hand Labor

This item to be used for plumbing existing delineator posts, cleaning culverts, clearing, cleaning winter sand from guardrail areas and any other items as directed by the Resident.

Item 631.18 Chain Saw Rental & Item 631.28 Brush Chipper

The items are to be used to clear trees and brush at various locations. (exclusive of culvert ends) Also to cut off the ends of damaged metal pipes.

**Item 631.12 All Purpose Excavator, 631.172 Truck –Large,
631.133 Skid Steer and 631.122Mini-Excavator**

The above items are estimated for removing excess material from in-slopes, in-slope excavation behind guardrail areas, ditching and any other work as directed by the Resident. Skid Steer to be used under guardrail beam.

DRAINAGE 11402.00 Hampden-Herman

STATION	SIZE (inches)	REMOVE (l.f.)	RELAY (l.f.)	INSTALL NEW (l.f.)	RIPRAP *(c.y.)	*PIPE TIES	REMARKS
3495+00 Rt.	24						Ditch out. 30' ±
3503+50 Lt.	24						Ditch NB outlet to SB inlet. 40' ±
3548+00 Lt.	24						Ditch from NB to SB. 60' ±
3576+00 Rt.	24	34		32	2.4	6	
3591+00 Rt.	24	36		32	2.4	6	Ditch out 60' ± (may need small excavator)
3591+00 Lt.	24	24		24	2.4	6	
3603+00 Rt. ±	to	3604+50 ±					Toe ditch may need to be regarded to drain.
3649+35 Rt.	18	34		32	2.0	6	Ditch out
3664+00 Rt.	18						Ditch outlet 50' ± (on right side of Ramp "F")
3669+73 Rt.	54	16	8	8	13	4	Construct 10' riprap pad tapered down towards bottom of pool as directed.
3674+20 Lt.	15						Cut end of metal pipe as directed (hourly items)
3675+00 Rt.	24						Fill washouts with waste material (hourly items)
Ramp "E"							
12+50 Lt.	24	16	16		2.4	4	Ditch inlet
12+50 Rt.	24	16	16		2.4	4	
19+50 Lt.	24	8	8		2.4	2	
19+50 Rt.	24	24	24		2.4	6	
Ramp "F"							
9+00 Rt.	18	16		16	2.0	4	
13+00 Lt.	24	8	8		2.4	2	
13+00 Rt.	24						Ditch outlet 35' ±

Note: Estimated 200 L.F. of 15 culvert pipe- Opt. I @ 350 flared terminal areas if necessary, Item# 603. 16

* Estimate only

GUARDRAIL

11402.00
Hampden-Herman

350 FLARED TERMINAL Station	INSTALL NEW GUARDRAIL TYPE 3D			SHOULDER WIDENING *s.y.	REMARKS
	Station	to	Station l.f.		
Northbound					
3486+93-3487+31 Lt.	3487+31	3488+06	75	96	
3487+56-3487+94 Rt.	-	-	-	**30	
3513+71-3514+08 Lt.	3514+08	3514+58	50	85	
3514+10-3514+48 Rt.	-	-	-	**30	
3553+73-3554+10 Lt.	-	-	-	**30	
3554+19-3554+57 Rt.	3554+57	3555+70	112.5	80	
3616+46-3616+84 Lt.	3616+84	3618+72	187.5	146	
3616+71-3617+08 Rt.	3617+08	3619+08	200	99	
3652+34-3652+72 Lt.	-	-	-	**30	
3651+82-3652+20 Rt.	-	-	-	**30	
Ramp "E"					
11+30-11+68 Lt.	-	-	-	**30	
18+00-18+38 Lt.	-	-	-	**30	
Ramp "F"					
19+09-19+47 Rt.	-	-	-	**30	
Terminal Ends					
3493+52 Rt.	-	-	-		Mainline
3493+64 Lt.	-	-	-		Mainline

* Estimate only

** Widen existing flare

Note: Existing BCT's and MELT's to be replaced with FT 350's

GENERAL NOTES

1. No utility involvement is anticipated.
2. Where ditching is called for on the plans or by the Resident the ditch shall generally conform to the original template. Excavation shall be placed in designated areas or disposed of as directed by the Resident. Payment for excavating will be made under the appropriate labor and equipment hourly item. Required ditch protection shown is for estimating purposes only. Actual locations for erosion control blanket and riprap shall be determined in the field by the Resident.
3. All waste material not used on the project shall be disposed of off the project in waste areas approved by the Resident.
4. If foundation material is required under culverts, it will meet the requirements for granular borrow-underwater backfill and will be paid for as granular borrow.
5. Hot mix asphalt shall be placed along exposed joints at ramps on a 12:1 taper to maintain traffic to the width specified by the Resident Engineer. Placement, maintenance and removal of these tapers will be considered incidental to Item 403.
6. All joints between existing and proposed hot mix asphalt shall be butted. Payment shall be made under Item 202.202.
7. Inlets and outlets of all disturbed culverts shall be riprapped unless otherwise noted or directed by the Resident.
8. Any necessary modifications of existing RCP or proposed RCP to properly connect extensions to existing RCP and/or connectors shall be considered incidental to Item 603.
9. Existing culverts shall be cleaned as directed by the Resident. Payment will be made under Item 631.32 culvert cleaner (including operator).
10. The inslopes adjacent to culvert replacement sections shall be graded to blend as directed by the Resident. Payment will be considered incidental to 603 items.
11. As directed by the Resident, all existing underdrain outlets shall be located, cleaned and ditched as necessary. Payment shall be made under the appropriate hourly contract item.
12. A 3 foot square riprap pad shall be constructed at underdrain outlets as directed by the Resident.

GENERAL NOTES

13. All ditches that are regraded/excavated must receive erosion control immediately, as directed by the Resident.
14. A 18 inch wide strip of fabric meeting the requirements of erosion control geotextile or as approved by the Resident shall be placed over the joints of newly laid pipe as directed by the Resident. The furnishing and placing of fabric will be incidental to the 603 items.
15. It may be necessary to clear some culvert ends of brush and small trees. These areas shall be determined by the Resident, and payment shall be incidental to the 603 items.
16. One guardrail delineator post shall be installed at each underdrain outlet.
17. Existing guardrail, BCT^s, MELT^s, damaged demountable reflectorized delineators and culvert pipe not required for completion of the project shall become the property of the Contractor. No separate payment will be made for removal and disposal.
18. Item 606.178 Guardrail Beam shall include furnishing and installation.
19. 350 flared terminals shall be installed concurrently with the placement of each run of beam guardrail.
20. Connections for proposed guardrail to existing guardrail will be considered incidental to Item 606.1721.
21. Holes created by guardrail removal will be backfilled and compacted with approved materials as directed by the Resident. This work will be incidental to Item 606.79.
22. The tops of wooden posts for the FT350 shall be cut off flush with the top of rail. This work will be considered incidental to Item 606.79.
23. Blockouts for Type 1 Bridge Transition shall be incidental.
24. Replacement of damaged offset brackets will be considered incidental to item 606.362.
25. Two metal guardrail delineator posts will be installed at the leading end and one at the trailing end of each run of guardrail unless otherwise directed by the Resident.
26. The deceleration and acceleration lanes shall have the same treatment as mainline.
27. When milling the lane adjacent to the newly placed pavement, the rotomill shall mill into the newly placed pavement by 1 ± inch or as directed by the Resident.
28. Milling widths may be adjusted by the Resident.

GENERAL NOTES

29. Traffic will not be allowed on the milled pavement surface or $\frac{3}{4}$ " base pavement on the travel or passing lanes.
30. Any damage to the slopes caused by the Contractors equipment, personnel, or operation shall be repaired to the satisfaction of the Resident. All work, equipment, and materials required to make repairs shall be at the contractor's expense. Repair work, if necessary, shall not be done on or adjacent to lane carrying traffic.
31. The Resident will designate unsafe recovery areas at the toes of non-guardrail fill slopes to be graded by bulldozer and/or other hourly rental items. Boulders, large stumps and other objects shall be buried or removed. The use of borrow or waste material may be authorized for some areas. Upon completion of the grading, the areas shall be seeded with seeding Method no. 2 and mulched
32. All pavement grindings will become the property of the state of Maine and will be delivered and stockpiled at the MDOT Maintenance Lot located on Rte.69, 1 mile North of the junction of Rte. 69 and I-95.
Payment for delivery and stockpiling will be incidental to Item 202.202.
Stockpiling shall include all equipment, personnel and all other necessary incidentals required to construct stockpiles as per normal construction practice.
33. Stations referenced in the construction notes are approximate.
34. Material used for slope surface on shoulder widenings shall be capable of supporting grass growth.
35. Guardrail delineator posts shall be installed at all pipes 24 inches or less in diameter.
36. Unless otherwise noted seeding method no. 2 shall be utilized on all slopes from the edge of shoulder to the ditchline or toe of fill.
37. Temporary erosion control blanket is estimated for use in ditching areas. When used in other areas to conform with Special Provision 656 will not be measured.
38. Widening of existing shoulder for Guardrail 350 Flared Terminal will be constructed as shown on the typicals and paid under Item 205.51 Widening of Existing Shoulder.
39. Grinding transition tapers at catch basins to be paid under Item 202.202.
40. The paved gore areas between the on/off ramps and the mainline shall have an edge line of 12 inch white pavement marking line, item 627.618, as directed by the Resident.

GENERAL NOTES

41. Where deemed necessary by the Resident, winter sand (outside paved areas) shall be removed from the edge of the shoulder and placed in designated areas or disposed of. Payment will be made under the appropriate hourly items. The disposal of all waste (including but not limited to obtaining waste permits, grading, mulching and seeding) shall be considered incidental to the related rental items.
42. Crossovers may be used during construction and paving operations when authorized by the Resident. Routing of all trucks and equipment shall be subject to the approval of the Resident.
43. Reference to left or right is in the direction of stationing reference to north or south is in the general direction of I-95.
44. No separate payment for superintendent or foreman will be made for the supervision of work paid under equipment rental items.
45. "Undetermined locations", as stated in the construction notes shall be determined by the Resident.
46. Cleaning of the pavement following rental work will be considered incidental to the rental items. Cleaning will be done daily and to the satisfaction of the Resident prior to the Contractor leaving the project for the day.

47. **GENERAL OUTLINE OF WORK**

- (a) From sta.3476+25 to sta. 3675+00 shall have the traveled lane and passing lane milled out to a depth of 2 inches. Milled areas shall be paved with 2 layers of HMA Item 403.210. First layer to be 3/4" and second layer to be 1-1/4".

Ramps shall have 1-1/2" of pavement removed and paved as shown in the Construction Notes and on the typicals unless otherwise directed by the Resident.

Shoulders on mainline and ramps are to be crack sealed.

- (b) This is not meant to be a sequence of events.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IM-95-1140(300)E

BEG PROJ STA 1772+00
END PROJ STA. 1922+30



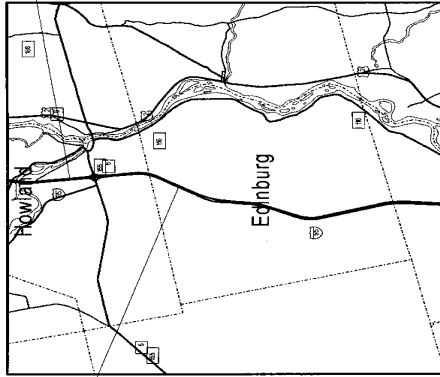
EDINBURG-HOWLAND

PENOBSCOT COUNTY

I-95 NORTHBOUND

IM-95-1140(300)E

PROJECT LENGTH : 2.85 mi
MILLING, PAVING, DRAINAGE &
SAFETY IMPROVEMENTS



LOCATION MAP



Scale in Miles

TRAFFIC DATA

	SEC.1 EXIT 54 & 55	SEC.2 EXIT 54 & 55	SEC.3 EXIT 54 & 55	SEC.4 EXIT 54 & 55
Current (2004) AADT	4220	400	4590	4560
Future (2024) AADT	5910	5600	6430	6380
DHV - % of AADT	13	14	13	14
Design Hour Volume	768	784	836	893
% Heavy Trucks (AADT)	15	15	14	13
% Heavy Trucks (DHV)	12	12	11	10
Directional Distribution (DHV)	100	100	100	100
18 kip Equivalent P 2.0	791	659	777	643
18 kip Equivalent P 2.5	753	628	740	612
Design Speed (mph)	65			

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE
COMMISSIONER	12/21/03
CHIEF ENGINEER	12/21/03



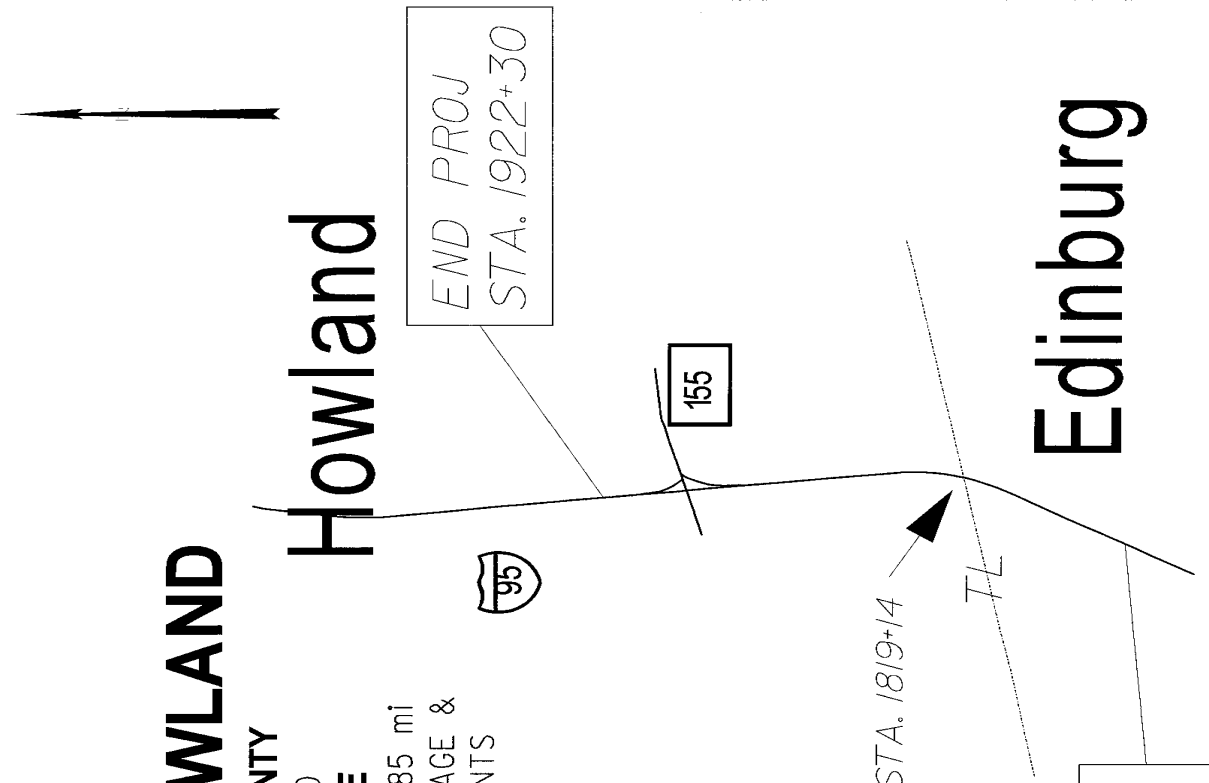
SIGNATURE	DATE
12/22/03	
P.E. NUMBER	
8580	

PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
RESIDENT	James Andrews	James Andrews	James Andrews	James Andrews	James Andrews	12/22/03

EDINBURG-HOWLAND		I-95 NORTHBOUND		TITLE SHEET	
------------------	--	-----------------	--	-------------	--

SHEET NUMBER	1	OF 1
--------------	---	------

IM-95-1140(300)E PIN 11403.00



END PROJ
STA. 1922+30

BEG PROJ
STA. 1772+00

155

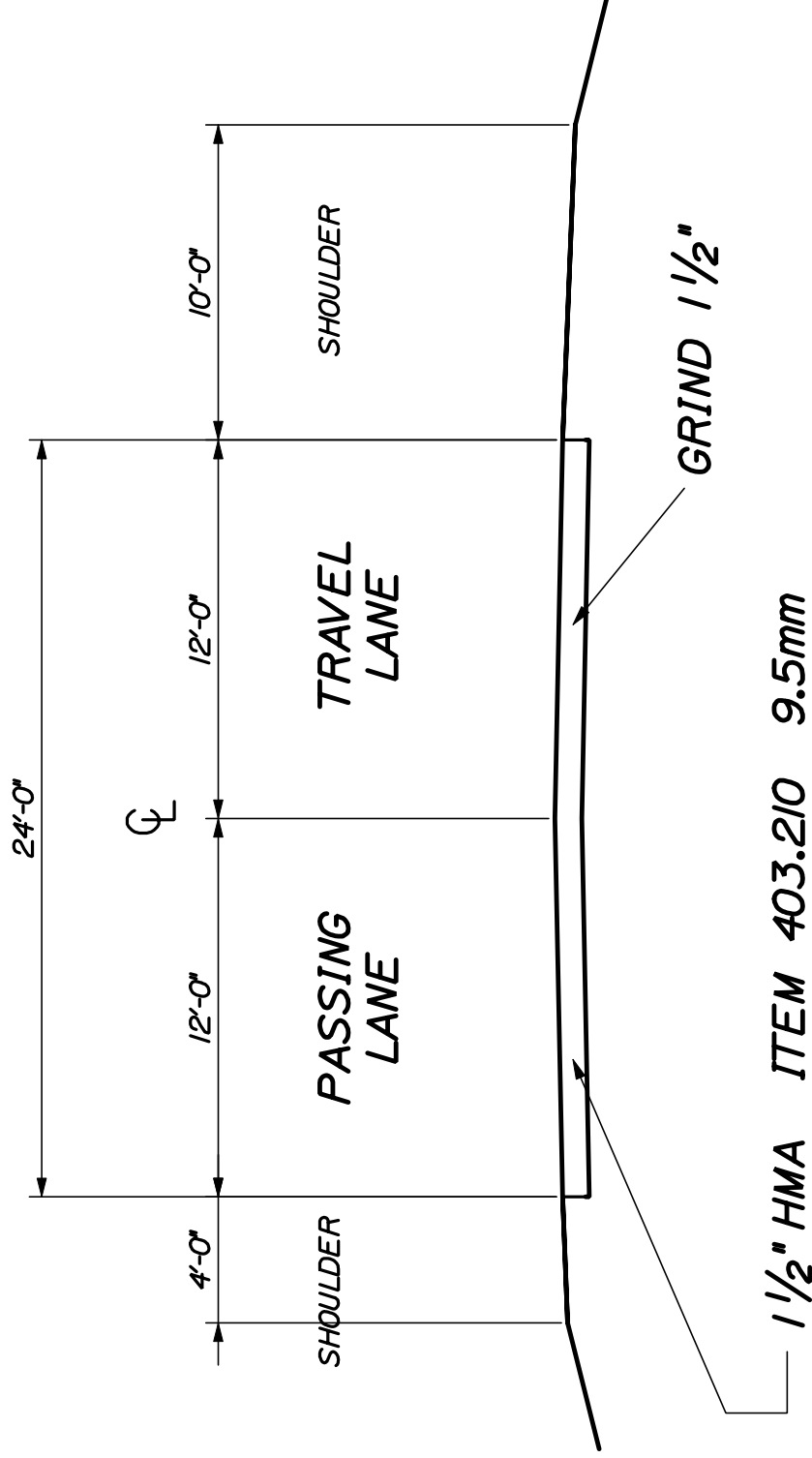
STA. 1819+14

TL

Edinburg

Howland

MAIN LINE MILL & FILL



Project IM-95-1140(300)E, Pin 11403.00

Edinburg - Howland

Project description: Maine Federal Aid Project IM-95-1140(300)E, Pin 11403.00

Location: In Penobscot County, project IM-95-1140(300)E is located on Northbound beginning approximately 5.90 miles North of the Edinburg-Argyle town line and extends northerly 2.85 miles and ending approximately 0.446 miles North of Rte. # 155.

Outline of Work: Grinding pavement, hot mix asphalt, asphalt rubber joint seal, drainage, guardrail and other incidental work.

Project Stationing

Northbound

Begin project sta. 1772+00
End project sta. 1922+30

Equations

No equations

Bridges

No bridges

Total project length 15,030' = 2.85 miles

Construction Notes

Item 202.202 Removing Pavement Surface

Sta.	to	Sta.	L.f.	Depth	Remarks
1772+00		1922+30	15,030	1 1/2"	Mainline

Above location is an estimates only and may be changed by the Resident

Item 424.321 Asphalt Rubber Joint Sealer Applied

Sta.	to	Sta.	L.f.	Remarks
1772+00		1922+30	15,030	Mainline

Item 629.05 Hand Labor

This item to be used for plumbing existing delineator posts, cleaning culverts and any other items as directed by the Resident.

Item 631.12 All Purpose Excavator, 631.172 Truck –Large **Item 631.133 Skid Steer, 631.122 Mini-All Purpose Excavator**

The above items are estimated for removing excess material from in-slopes, ditching and any other work as directed by the Resident. Skid Steer is intended to be used under gaurdrail beam.

DRAINAGE 11403.00 EDINBURG-HOWLAND I-95

STATION	SIZE (inches)	REMOVE (l.f.)	RELAY (l.f.)	INSTALL NEW (l.f.)	RIPRAP *(c.y.)	*PIPE TIES	REMARKS
1780+00 Rt.	24						Ditch inlet 15' ±
1780+00 Lt.	24						Ditch outlet to Southbound 100' ±
1802+50 Rt.	24	16	16		2.4	4	
1802+50 Lt.	24						Ditch outlet to Southbound 90' ±
1815+50 Rt.	24	8	8		2.4	2	
1822+50 Lt.	36	8	8		3.2	2	Remove and reset at least 8' may be more.
1843+00 Lt.	24						Ditch outlet to Southbound 75' ±
1861+00 Rt.	24	8	8		2.5	2	
1875+50 Rt.	24						Ditch outlet 40' ±
1875+50 Lt.	24	8	8		2.5	2	
1889+00 Rt.	24						Ditch outlet 75' ±
1897+50 Rt.	24						Ditch to drain water from overpass 100' ±
1904+00 Rt.	24	8	8		2.5	2	Ditch outlet 50' ±
1914+00 Lt.	24						Pipe buried, clean out end of pipe & inspect pipe.
1914+00 Rt.	24						Ditch outlet 35 ±
1921+00 Rt.	24						Ditch outlet 40' ±
Ramp "D"							
3+50 Rt.	24						Ditch outlet 50' ±
3+50 Lt.	24	8	8		2.5	2	
Sta. 1895+50± to sta. 1898+00 Lt. Clean ditch							

I-95
1140.00
Edinburg - Howland

[illegible]

*** Estimate only**

**** Widen existing flare**

Note: Existing BCT's and MELT's to be replaced with FT 350's

GENERAL NOTES

1. No utility involvement is anticipated.
2. Where ditching is called for on the plans or by the Resident the ditch shall generally conform to the original template. Excavation shall be placed in designated areas or disposed of as directed by the Resident. Payment for excavating will be made under the appropriate labor and equipment hourly item. Required ditch protection shown is for estimating purposes only. Actual locations for erosion control blanket and riprap shall be determined in the field by the Resident.
3. All waste material not used on the project shall be disposed of off the project in waste areas approved by the Resident.
4. If foundation material is required under culverts, it will meet the requirements for granular borrow-underwater backfill and will be paid for as granular borrow.
5. Hot mix asphalt shall be placed along exposed joints at ramps on a 12:1 taper to maintain traffic to a width that is satisfactory to the Resident Engineer. Placement, maintenance and removal of these tapers will be considered incidental to Item 403.
6. All joints between existing and proposed hot mix asphalt shall be butted. Payment shall be made under Item 202.202.
7. Inlets and outlets of all disturbed culverts shall be riprapped unless otherwise noted or directed by the Resident.
8. Any necessary modifications of existing RCP or proposed RCP to properly connect extensions to existing RCP and/or connectors shall be considered incidental to Item 603.
9. Existing culverts shall be cleaned as directed by the Resident. Payment will be made under Item 631.32 Culvert Cleaner (including operator).
10. The inslopes adjacent to culvert replacement sections shall be graded to blend as directed by the Resident. Payment will be considered incidental to 603 items.
11. As directed by the Resident, all existing underdrain outlets shall be located, cleaned and ditched as necessary. Payment shall be made under the appropriate hourly contract item.
12. A 3 foot square riprap pad shall be constructed at underdrain outlets as directed by the Resident.
13. All ditches that are regraded/excavated must receive erosion control immediately, as directed by the Resident.

GENERAL NOTES

14. A 18 inch wide strip of fabric meeting the requirements of erosion control geotextile or as approved by the Resident shall be placed over the joints of newly laid pipe as directed by the Resident. The furnishing and placing of fabric will be incidental to the 603 items.
15. It may be necessary to clear some culvert ends of brush and small trees. These areas shall be determined by the Resident, and payment shall be incidental to the 603 items.
16. One guardrail delineator post shall be installed at each underdrain outlet.
17. Existing guardrail, BCT^s, MELT^s, damaged demountable reflectorized delineators and culvert pipe not required for completion of the project shall become the property of the Contractor. No separate payment will be made for removal and disposal.
18. Item 606.178 Guardrail Beam shall include furnishing and installation.
19. 350 Flared Terminals shall be installed concurrently with the placement of each run of beam guardrail.
20. Connections for proposed guardrail to existing guardrail will be considered incidental to Item 606.1721.
21. Holes created by guardrail removal will be backfilled and compacted with approved materials as directed by the Resident. This work will be incidental to Item 606.79.
22. The tops of wooden posts for the FT350 shall be cut off flush with the top of rail. This work will be considered incidental to Item 606.79.
23. Blockouts for Type 1 Bridge Transition shall be incidental.
24. Replacement of damaged offset brackets will be considered incidental to item 606.362.
25. Two metal guardrail delineator posts will be installed at the leading end and one at the trailing end of each run of guardrail unless otherwise directed by the Resident.
26. "Undetermined locations", as stated in the construction notes shall be determined by the Resident
27. When milling the lane adjacent to the newly placed pavement, the rotomill shall mill into the newly placed pavement by $1 \pm$ inch or as directed by the Resident.
28. Milling widths may be adjusted by the Resident.
29. Traffic will not be allowed on the milled pavement surface.

GENERAL NOTES

30. Any damage to the slopes caused by the Contractors equipment, personnel, or operation shall be repaired to the satisfaction of the Resident. All work, equipment, and materials required to make repairs shall be at the contractor's expense. Repair work, if necessary, shall not be done on or adjacent to lane carrying traffic.
31. The Resident will designate unsafe recovery areas at the toes of non-guardrail fill slopes to be graded by bulldozer and/or other hourly rental items. Boulders, large stumps and other objects shall be buried or removed.
The use of borrow or waste material may be authorized for some areas. Upon completion of the grading, the areas shall be seeded with seeding Method no. 2 and mulched
32. All pavement grindings will become the property of the State of Maine and will be delivered and stockpiled at the MDOT Maintenance Lot located in Enfield on Rte.2, .5 miles South of the junction of Routes 2 and 155.
Payment for delivery and stockpiling will be incidental to Item 202.202.
Stockpiling shall include all equipment, personnel and all other necessary incidentals required to construct stockpiles as per normal construction practice.
33. Stations referenced in the construction notes are approximate.
34. Material used for slope surface on shoulder widenings shall be capable of supporting grass growth.
35. Guardrail delineator posts shall be installed at all pipes 24 inches or less in diameter.
36. Unless otherwise noted seeding method no. 2 shall be utilized on all non-guardrail foreslopes from the edge of shoulder to the ditchline or toe of fill; seeding method no. 3 shall be utilized on all backslopes and on all guardrail slopes unless otherwise directed by the Resident.
37. Temporary erosion control blanket is estimated for use in ditching areas. When used in other areas to conform with Special Provision 656 will not be measured.
38. Widening of existing shoulder for Guardrail 350 Flared Terminal will be constructed as shown on the typicals and paid under Item 205.51 Widening of Existing Shoulder.
39. Grinding transition tapers at catch basins to be paid under Item 202.202.
40. The paved gore areas between the on/off ramps and the mainline shall have an edge line of 12 inch white pavement marking line, item 627.618, as directed by the Resident.

GENERAL NOTES

41. Where deemed necessary by the Resident, winter sand (outside paved areas) shall be removed from the edge of the shoulder and placed in designated areas or disposed of. Payment will be made under the appropriate hourly items. The disposal of all waste (including but not limited to obtaining waste permits, grading, mulching and seeding) shall be considered incidental to the related rental items.
42. Crossovers may be used during construction and paving operations when authorized by the Resident. Routing of all trucks and equipment shall be subject to the approval of the Resident.
43. Reference to left or right is in the direction of stationing reference to north or south is in the general direction of I-95.
44. No separate payment for superintendent or foreman will be made for the supervision of work paid under equipment rental items.
45. Cleaning of the pavement following rental work will be considered incidental to the rental items. Cleaning will be done daily and to the satisfaction of the Resident prior to the Contractor leaving the project for the day.
46. **GENERAL OUTLINE OF WORK**
 - (a) From sta.1772+00 to sta. 1922+22 shall have the traveled lane and passing lane milled out to a depth of 1½ inches. Milled areas shall be paved with 1 layer of HMA, Item 403.210.
 - (b) This is not meant to be a sequence of events.

* LONGITUDINAL CENTERLINE JOINT
WITH HOT RUBBERIZED SEALANT APPLIED



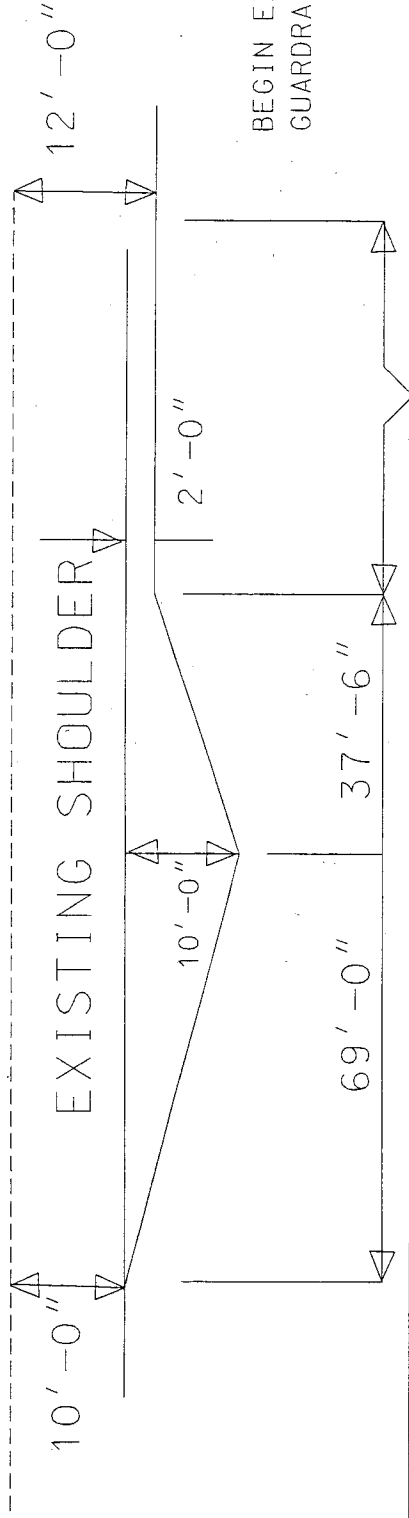
1. HOT RUBBERIZED SEALER SHALL BE APPLIED DIRECTLY TO THE CENTERLINE LONGITUDINAL JOINTS IMMEDIATELY PRIOR TO THE PLACEMENT OF THE ADJOINING COURSE. SEALER MATERIAL WILL BE APPLIED TO ALL CENTERLINE LONGITUDINAL JOINTS ON THE WEARING SURFACES WHERE NEW ASPHALT MIX COURSES ARE CONSTRUCTED ABUTTING PREVIOUSLY PLACED ASPHALT MIX COURSES.(NEW MIX ABUTTING NEW MIX) JOINTS CONSTRUCTED ABUTTING OLD PAVEMENTS WILL BE TACKED WITH EMULSIONS AS PER SECTION 401.
2. APPLICATION SHALL BE BY AN APPROVED SEALER APPLICATION WAND AND SHALL PRODUCE AN EVEN SEAL COAT OVER THE ENTIRE FACE OF THE JOINT. (1/8" COATING TYPICAL: APPROX. 75 LIN. FT./GALLON APPLICATION RATE.
3. THE SURFACE AREA WHERE THE SEAL COAT IS TO BE APPLIED SHALL BE DRY AND CLEAN OF ALL DIRT, SAND AND LOOSE BITUMINOUS MATERIAL.
4. THE ACTUAL METHOD OF APPLICATION SHALL GENERALLY BE LEFT TO THE CONTRACTOR'S OPTION, BUT ALL METHODS AND RATES OF APPLICATION SHALL BE APPROVED BY THE RESIDENT BEFORE THE WORK PROGRESSES.
5. MEASUREMENT/PAYMENT WILL BE BASED ON THE LINEAR FOOT MEASURED IN PLACE.
6. MATERIAL INVOICES SHALL BE SUPPLIED TO THE RESIDENT STATING THE MATERIAL TYPE, MANUFACTURER, SOURCE AND DATE.
7. APPLICATION EQUIPMENT SHALL BE EQUIPPED WITH A SAMPLING VALVE OR METHOD FOR SAMPLING OF THE SEALER

IM-95-1140(200)E
HAMPDEN-HERMAN

IM-95-1140(300)E
EDINBURG-HOWLAND

BANGOR 1-395 EST\WSTBND TYPICAL SECTIONS		10 OF 12 SHEET NUMBER	
10/10/10 11:00 AM 10/10/10	10/10/10 11:00 AM 10/10/10	10/10/10 11:00 AM 10/10/10	10/10/10 11:00 AM 10/10/10

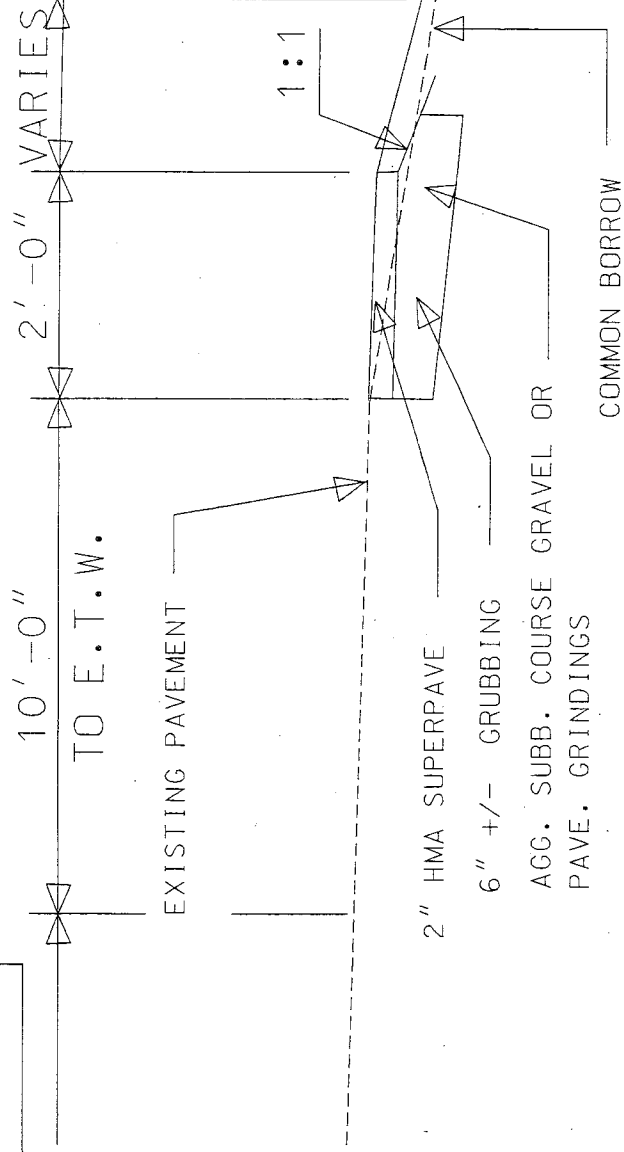
10'-0" TO 12'-0"



BEGIN EXIST.
GUARDRAIL

THE SLOPE AT THE TIP
OF THE GUARDRAIL
WIDENING SHALL BE 3:1

USED WITH EXISTING PAVEMENT ON SHOULDER



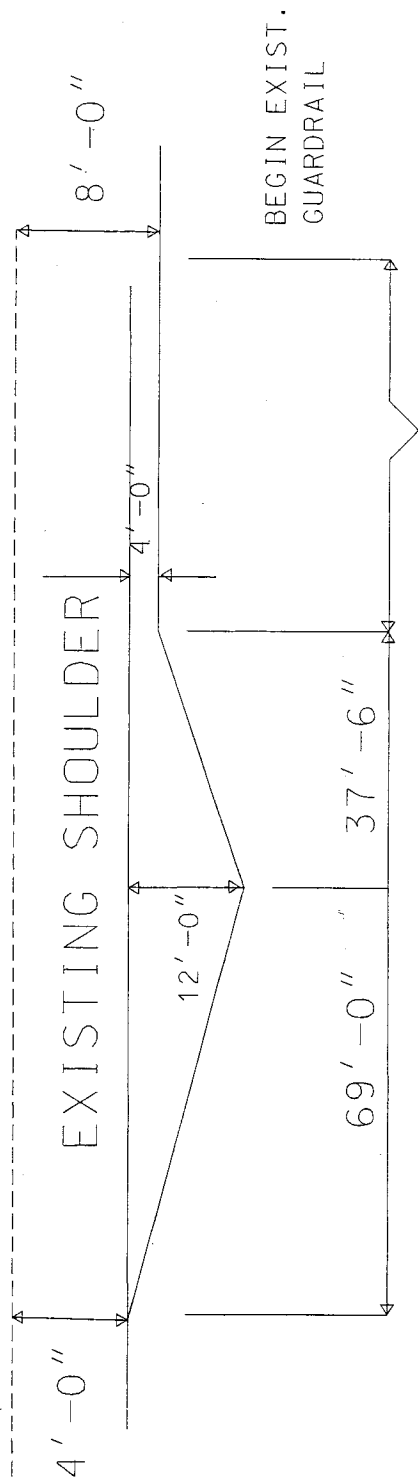
WIDEN SHLD. 1
1/24/03

MAINE DEPARTMENT
OF TRANSPORTATION

INTERSTATE
SHOULDER WIDENING
I-95 and I-395

ITEM 205.51 WIDENING OF EXISTING SHOULDER 1

4'-0" TO 8'-0"



BEGIN EXIST.
GUARDRAIL

THE SLOPE AT THE TIP
OF THE GUARDRAIL
WIDENING SHALL BE 3:1

USED WITH EXISTING PAVEMENT ON SHOULDER

4'-0" TO E.T.W.

4'-0" VARIES

EXISTING PAVEMENT

1:1

2:1

2" HMA

6" +/- GRUBBING

AGG. SUBB. COURSE GRAVEL OR
PAVE. GRINDINGS

COMMON BORROW

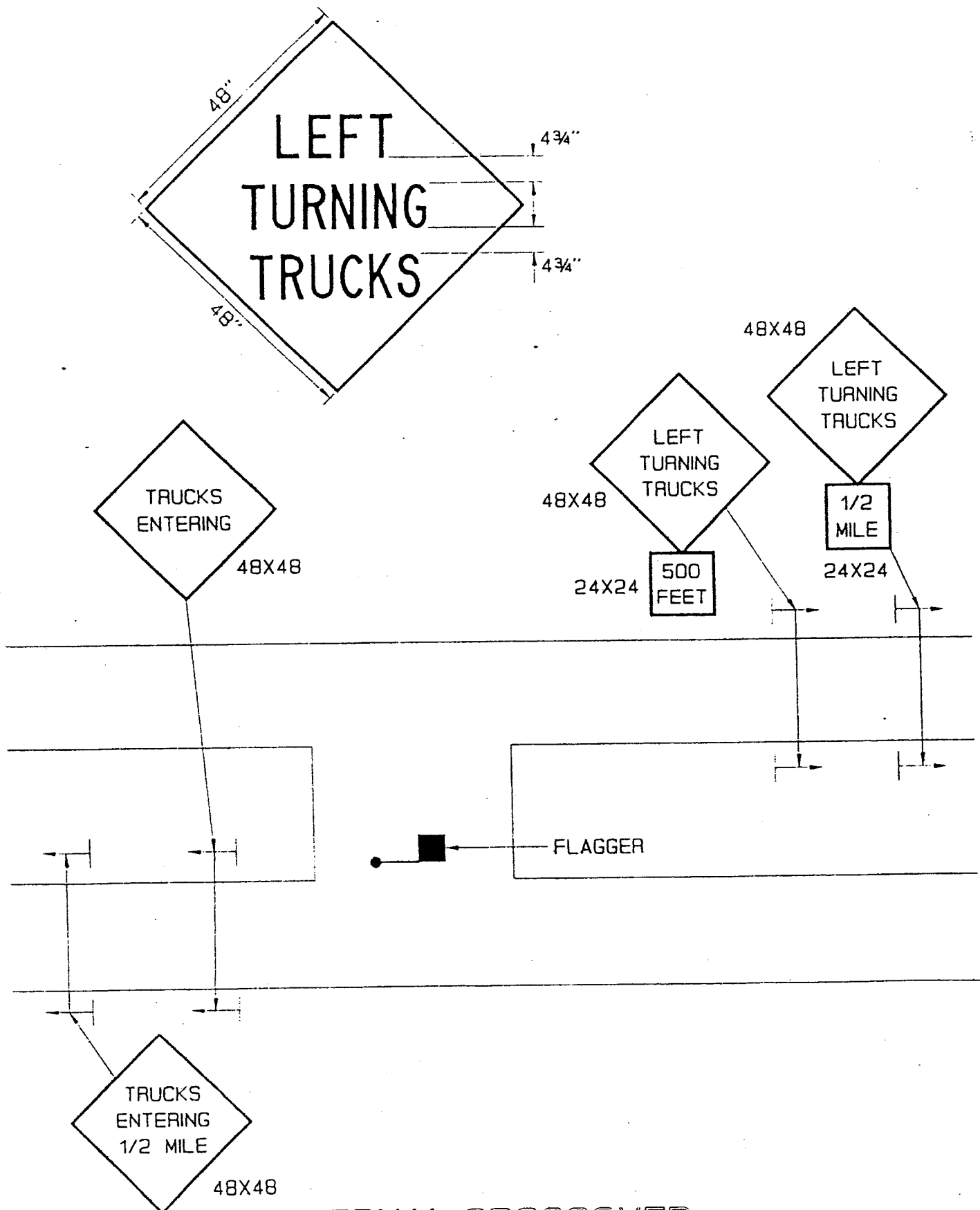
WIDEN SHLD. 2
1/24/03

MAINE DEPARTMENT
OF TRANSPORTATION

INTERSTATE
SHOULDER WIDENING
I-95 and I-395

ITEM 205.51 WIDENING OF EXISTING SHOULDER 2

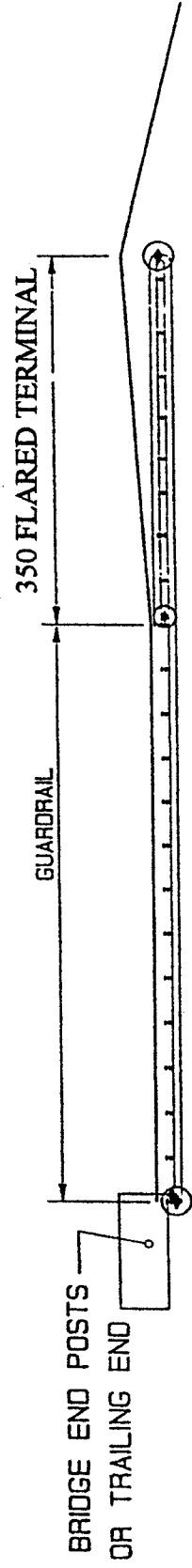
LETTER SIZE SHALL BE 7" SERIES D
UPPER CASE LETTERS



MEDIAN CROSSOVER

TC005

GUARDRAIL DELINEATOR LOCATION DETAIL



GUARDRAIL DELINEATORS AT GUARDRAIL LOCATIONS SHALL BE METAL.

⊙ LOCATION FOR GUARDRAIL DELINEATORS

General Decision Number ME030010 06/13/2003 ME10

Superseded General Decision No. ME020010

State: Maine

Construction Type:
HIGHWAY

County(ies):
PENOBSCOT

HIGHWAY CONSTRUCTION PROJECTS excluding major bridging
(for example: bascule, suspension and spandrel arch bridges;
those bridging waters presently navigating or to be navigable;
and those involving marine construction in any degree); tunnels,
building structures in rest area projects and railroad
construction.

Modification Number Publication Date
0 06/13/2003

COUNTY(ies):
PENOBSCOT

ENGI0004M 04/01/2003

	Rates	Fringes
POWER EQUIPMENT OPERATORS:		
Grader	16.51	6.00
Paver	16.51	6.00
Roller	16.51	6.00

SUME4026A 10/24/2000

	Rates	Fringes
CARPENTER		
Including Form Work	11.19	1.72
CEMENT MASON/FINISHERS	9.13	
IRONWORKERS		
Stuctural	17.50	1.70
LABORERS		
Landscape	7.84	
Rakers	10.18	2.14
Unskilled	8.73	1.71
POWER EQUIPMENT OPERATORS		
Backhoes	11.81	1.88
Bulldozers	13.12	2.72
Cranes	15.25	1.70
Excavators	11.69	2.40
Loaders	12.21	3.19
TRUCK DRIVERS		
Dump	9.27	
Two Axle	9.12	1.63
Tri Axle	10.63	2.11

WELDERS - Receive rate prescribed for craft performing operation
to which welding is incidental.

=====

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29 CFR 5.5(a)(1)(ii)).

In the listing above, the "SU" designation means that rates listed under that identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations

indicate unions whose rates have been determined to be prevailing.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U. S. Department of Labor
200 Constitution Avenue, N. W.
Washington, D. C. 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N. W.
Washington, D. C. 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U. S. Department of Labor
200 Constitution Avenue, N. W.
Washington, D. C. 20210

- 4.) All decisions by the Administrative Review Board are final.
END OF GENERAL DECISION

□

SPECIAL PROVISION
CONSTRUCTION AREA

A Construction Area located in the **City of Bangor** has been established by the Maine Department of Transportation in accordance with provisions of Title 29, Section 1703, Maine Revised Statutes Annotated.

The section of highway under construction in Penobscot County, project IM-395-1140(100)E is located on I-395; in the Eastbound lane, beginning at the I-395/Industrial Spur on the ramp and extending easterly 1.18 miles; in the Westbound lane, beginning 0.10 of a mile easterly of the I-395/Industrial Spur and extending easterly 1.33 miles; also including the Main Street Overpass as section two.

The State Department of Transportation or the State's Engineer may issue permits for stated periods of time for moving construction equipment without loads, low-bed trailers with overloads, over-height, over-width or over-length equipment or materials over all State maintained sections described in the "Construction Area" above and in addition may issue permits for stated periods of time for moving overweight vehicles and loads over the section described in (a) above. The right to revoke such a permit at any time is reserved by the State Department of Transportation and the issuance of such permits shall be subject to any Special Provisions or Supplemental Specifications written for this project.

A Temporary Permit for each move may be issued by the State Department of Transportation or the State's Engineer for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over highways maintained by the State reasonably within the area of the project.

The Municipal Officers for the **City of Bangor** agreed that a permit will be issued to the Contractor for the purpose of hauling loads in excess of the limits as specified in Title 29, Maine Revised Statutes Annotated, on the town ways as described in the "Construction Area" and that single move permits will be issued for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over town ways reasonably within the area of the project.

In the event it is necessary to transport gravel, borrow, or other construction material in legally registered vehicles carrying legal loads over town ways, a Contractor's Bond of not more than Nine Thousand (\$9,000.00) per kilometer of traveled length may be required by the town, the exact amount of said bond to be determined prior to use of any town way.

The maximum speed limits for trucks on any town way will be forty (40) km per hour [25 mph], unless a higher legal limit is specifically agreed upon in writing by the Municipal Officers concerned.

IM-395-1140(100)E

BEG PROJ STA 72+00

END PROJ STA 158+77



LOCATION MAP



Scale in Miles

SPECIAL PROVISION
CONSTRUCTION AREA

A Construction Area located in the **Towns of Hampden and Hermon** has been established by the Maine Department of Transportation in accordance with provisions of Title 29, Section 1703, Maine Revised Statutes Annotated.

The section of highway under construction in Penobscot County, project IM-95-1140(200)E is located on Interstate 95 Northbound, beginning 1.75 miles north of the Hampden town line and extending northerly 3.76 miles. The project also includes the 44 on and off ramps.

The State Department of Transportation or the State's Engineer may issue permits for stated periods of time for moving construction equipment without loads, low-bed trailers with overloads, over-height, over-width or over-length equipment or materials over all State maintained sections described in the "Construction Area" above and in addition may issue permits for stated periods of time for moving overweight vehicles and loads over the section described in (a) above. The right to revoke such a permit at any time is reserved by the State Department of Transportation and the issuance of such permits shall be subject to any Special Provisions or Supplemental Specifications written for this project.

A Temporary Permit for each move may be issued by the State Department of Transportation or the State's Engineer for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over highways maintained by the State reasonably within the area of the project.

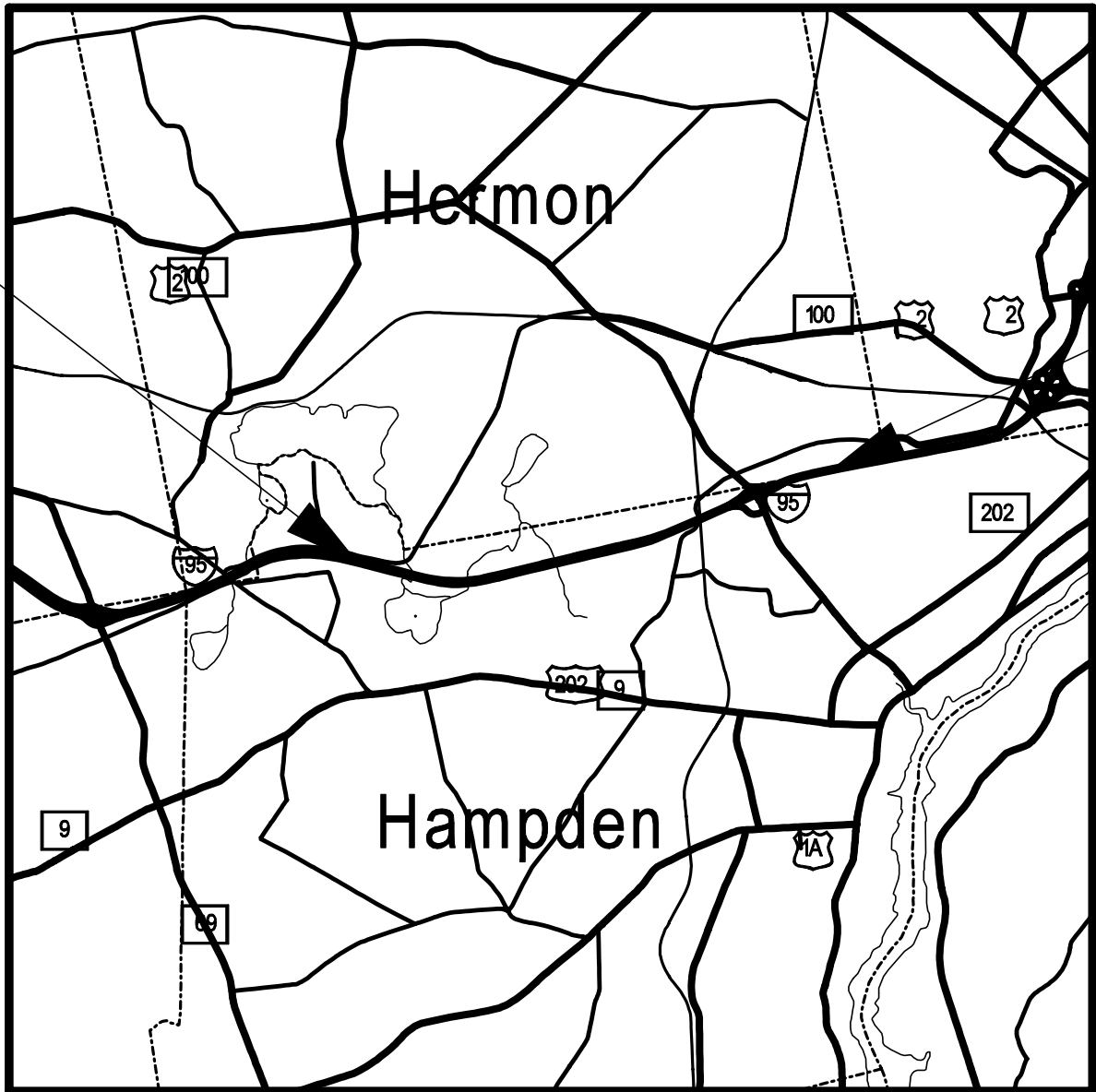
The Municipal Officers for the **Towns of Hampden and Hermon** agreed that a permit will be issued to the Contractor for the purpose of hauling loads in excess of the limits as specified in Title 29, Maine Revised Statutes Annotated, on the town ways as described in the "Construction Area" and that single move permits will be issued for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over town ways reasonably within the area of the project.

In the event it is necessary to transport gravel, borrow, or other construction material in legally registered vehicles carrying legal loads over town ways, a Contractor's Bond of not more than Nine Thousand (\$9,000.00) per kilometer of traveled length may be required by the town, the exact amount of said bond to be determined prior to use of any town way.

The maximum speed limits for trucks on any town way will be forty (40) km per hour [25 mph], unless a higher legal limit is specifically agreed upon in writing by the Municipal Officers concerned.

IM-95-1140(200)E

BEG PROJ STA 3476+25
END PROJ STA 3675+00



LOCATION MAP



Scale in Kilometers

SPECIAL PROVISION
CONSTRUCTION AREA

A Construction Area located in the **Towns of Edinburg and Howland** has been established by the Maine Department of Transportation in accordance with provisions of Title 29, Section 1703, Maine Revised Statutes Annotated.

The section of highway under construction in Penobscot County, project IM-95-1140(300)E is located on Interstate 95 Northbound, beginning 0.89 of a mile southerly of the Howland town line and extending northerly 2.85 miles.

The State Department of Transportation or the State's Engineer may issue permits for stated periods of time for moving construction equipment without loads, low-bed trailers with overloads, over-height, over-width or over-length equipment or materials over all State maintained sections described in the "Construction Area" above and in addition may issue permits for stated periods of time for moving overweight vehicles and loads over the section described in (a) above. The right to revoke such a permit at any time is reserved by the State Department of Transportation and the issuance of such permits shall be subject to any Special Provisions or Supplemental Specifications written for this project.

A Temporary Permit for each move may be issued by the State Department of Transportation or the State's Engineer for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over highways maintained by the State reasonably within the area of the project.

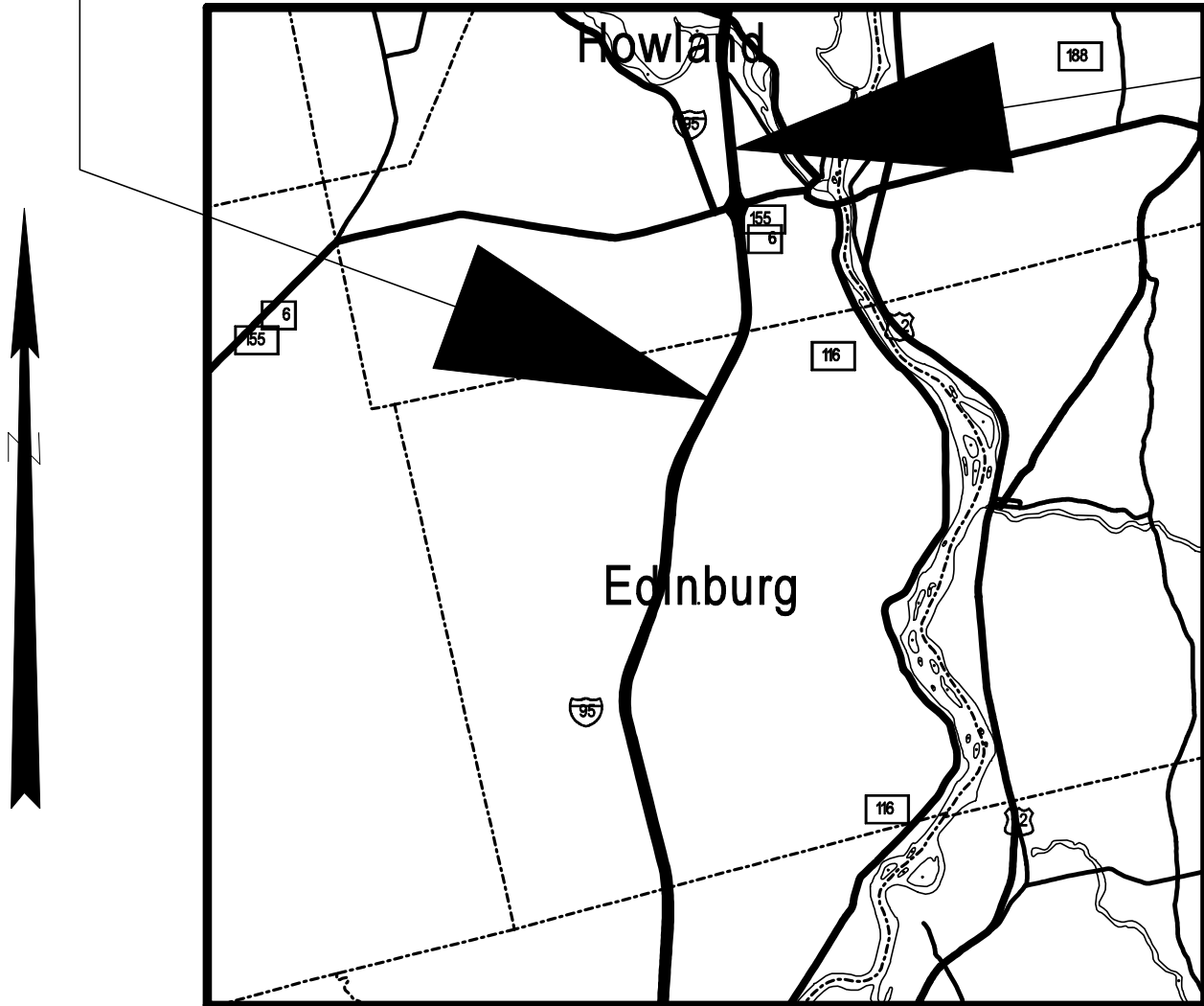
The Municipal Officers for the **Towns of Edinburg and Howland** agreed that a permit will be issued to the Contractor for the purpose of hauling loads in excess of the limits as specified in Title 29, Maine Revised Statutes Annotated, on the town ways as described in the "Construction Area" and that single move permits will be issued for moving Contractor's construction equipment used on the project which exceeds the legal limits (shovels, bulldozers, etc.) to sources of construction material over town ways reasonably within the area of the project.

In the event it is necessary to transport gravel, borrow, or other construction material in legally registered vehicles carrying legal loads over town ways, a Contractor's Bond of not more than Nine Thousand (\$9,000.00) per kilometer of traveled length may be required by the town, the exact amount of said bond to be determined prior to use of any town way.

The maximum speed limits for trucks on any town way will be forty (40) km per hour [25 mph], unless a higher legal limit is specifically agreed upon in writing by the Municipal Officers concerned.

IM-95-1140(300)E

BEG PROJ STA 1772+00
END PROJ STA. 1922+30



LOCATION MAP



Scale in Miles

SPECIAL PROVISION
CONSTRUCTION AREA

Title 29A, M.R.S.A., Subsection 2383. Overlimit movement permits

1. Overlimit movement permits issued by State. The Secretary of State, acting under guidelines and advice of the Commissioner of Transportation, may grant permits to move non-divisible objects having a length, width, height or weight greater than specified in this Title over a way or bridge maintained by the Department of Transportation.
2. Permit Fee. The Secretary of State, with the advice of the Commissioner of Transportation, may set the fee for these permits, at not less than \$3, nor more than \$15, based on weight, height, length and width.
3. County and municipal permits. A permit may be granted, for a reasonable fee, by county commissioners or municipal officers for travel over a way or bridge maintained by that county or municipality.
4. Permits for weight. A vehicle granted a permit for excess weight must first be registered for the maximum gross vehicle weight allowed for that vehicle.
5. Special mobile equipment. The Secretary of State may grant a permit, for no more than one year, to move pneumatic-tire equipment under its own power, including Class A and Class B special mobile equipment, over ways and bridges maintained by the Department of Transportation. The fee for that permit is \$15 for each 30-day period.
6. Scope of permit. A permit is limited to the particular vehicle or object to be moved and particular ways and bridges.
7. Construction permits. A permit for a stated period of time may be issued for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The Permit:
 - A. Must be procured from the municipal officers for a construction area within that municipality;
 - B. May require the Contractor to be responsible for damage to ways used in the construction areas and may provide for:
 - (1) Withholding by the agency of the work of final payment under contract; or
 - (2) The furnishing of a bond by the Contractor to guarantee suitable repair or payment of damages.
 - C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and
 - D. For construction areas, carries no fee and does not come within the scope of this section.
8. Gross vehicle weight permits. The following may grant permits to operate a vehicle having a gross vehicle weight exceeding the prescribed limit:

- A. The Secretary of State, with the consent of the Department of Transportation, for state and state aid highways and bridges within city or compact village limits;
 - B. Municipal officers, for all other ways and bridges within that city and compact village limits; and
 - C. The county commissioners, for county roads and bridges located in unorganized territory.
9. Pilot vehicles and state police escorts. Pilot vehicles required by a permit must be equipped with warning lights and signs as required by the Secretary of State with the advice of the Department of Transportation.

Warning lights may only be operated and lettering on the signs may only be visible on a pilot vehicle while it is escorting on a public way a vehicle with a permit.

The Secretary of State shall require a State Police escort for a single vehicle or a combination of vehicles of 125 feet or more in length or 16 feet or more in width. The Secretary of State, with the advice of the Commissioner of Transportation, may require vehicles of lesser dimensions to be escorted by the State Police.

The Bureau of State Police shall establish a fee for State Police escorts.

All fees collected must be used to defray the cost of services provided.

With the advice of the Commissioner of Transportation and the Chief of the State Police, the Secretary of State shall establish rules for the operation for the operation of pilot vehicles.

10. Taxes paid. A permit for a mobile home may not be granted unless the applicant provides reasonable assurance that all property taxes, sewage disposal charges and drain and sewer assessments applicable to the mobile home, including those for the current tax year, have been paid or that the mobile home is exempt from those taxes.

1993, c. 683, § S-2, eff. January 1, 1995.

Historical and Statutory Notes

Derivation:

R.S. 1954, c. 22 § 98
Laws 1955, c. 389
Laws 1967, c. 3.
Laws 1971, c. 593, § 22.
Laws 1973, c. 213.
Laws 1975, c. 130, §
Laws 1975, c. 319, § 2

Laws 1977, c. 73, § 5.
Laws 1981, c. 413.
Laws 1985, c. 225, § 1
Laws 1987, c. 52.
Laws 1987, 781, § 3.
Laws 1989, c. 866, § B-13.
Laws 1991, c. 388, § 8.
Laws 1993, c. 683, § A-1.
Former 29 M.R.S.A. § 2382.

Cross Reference

Collection by Secretary of State, See 29-A
M.R.S.A. § 154.

SPECIAL PROVISION
(Consolidated Special Provisions)

SPECIAL PROVISION SECTION 101
CONTRACT INTERPRETATION

101.2 Definitions - Closeout Documentation

Replace the sentence “A letter stating the amount..... DBE goals.” with “DBE Goal Attainment Verification Form”

SPECIAL PROVISION SECTION 102
DELIVERY OF BIDS
(Location and Time)

102.7.1 Location and Time Add the following sentence “As a minimum, the Bidder will submit a Bid Package consisting of the Notice to Contractors, the completed Acknowledgement of Bid Amendments & Submission of Bid Bond Validation Number form, the completed Schedule of Items, 2 copies of the completed Agreement, Offer, & Award form, a Bid Bond or Bid Guarantee, and any other Certifications or Bid Requirements listed in the Bid Book.”

SPECIAL PROVISION SECTION 103
AWARD AND CONTRACTING

103.3.1 Notice and Information Gathering

Change the first paragraph to read as follows: “After Bid Opening and as a condition for Award of a Contract, the Department may require an Apparent Successful Bidder to demonstrate to the Department’s satisfaction that the Bidder is responsible and qualified to perform the Work.”

SPECIAL PROVISION SECTION 105
GENERAL SCOPE OF WORK

105.6.2 Contractor Provided Services

Change the first paragraph by the addition of the following as the second sentence: “The Contractor is also responsible for providing construction centerline, or close reference points, for all Utility Facilities relocations and adjustments as necessary to complete the Work.”

SPECIAL PROVISION SECTION 106 QUALITY

106.6 Acceptance Add the following to paragraph 1 of A: “This includes Sections 401 - Hot Mix Asphalt, 402 - Pavement Smoothness, and 502 - Structural Concrete - Method A - Air Content.”

Add the following to the beginning of paragraph 3 of A: “For pay factors based on Quality Level Analysis, and”

SPECIAL PROVISION SECTION 107 TIME

107.3.1 General Add the following: “If a Holiday occurs on a Sunday, the following Monday shall be considered a Holiday. Sunday or Holiday work must be approved by the Department, except that the Contractor may work on Martin Luther King Day, President’s Day, Patriot’s Day, the Friday after Thanksgiving, and Columbus Day without the Department’s approval.”

SPECIAL PROVISION SECTION 108 PAYMENT

108.4 Payment for Materials Obtained and Stored First paragraph, second sentence, delete the words “...Delivered on or near the Work site at acceptable storage places.”

SPECIAL PROVISION SECTION 109 CHANGES

109.1.1 Changes Permitted Add the following to the end of the paragraph: “There will be no adjustment to Contract Time due to an increase or decrease in quantities, compared to those estimated, except as addressed through Contract Modification(s).”

109.1.2 Substantial Changes to Major Items Add the following to the end of the paragraph: “Contract Time adjustments may be made for substantial changes to Major Items when the change affects the Critical Path, as determined by the Department”

109.4.4 Investigation / Adjustment In the third sentence, delete the words “subsections (A) - (E)”

109.7.2 Basis of Payment Replace with the following: “Equitable Adjustments will be established by mutual Agreement for compensable items listed in Section 109.7.3-Compensable Items, based upon Unit or Lump Sum Prices. If Agreement cannot be reached, the Contractor shall accept payment on a Force Account basis as provided in Section 109.7.5 - Force Account Work, as full and complete compensation for all Work relating to the Equitable Adjustment.”

109.7.3 Compensable Items Replace with the following: “The Contractor is entitled to compensation for the following items, with respect to agreed upon Unit or Lump Sum Prices:

1. Labor expenses for non-salaried Workers and salaried foremen.
2. Costs for Materials.
3. A markup on the totals of Items 1 and 2 of this subsection 109.7.3 for home office overhead and profit of the Contractor, its Subcontractors and suppliers, and any lower tier Subcontractors or suppliers, with no mark-ups on mark-ups.
4. Cost for Equipment, based on Blue Book Rates or leased rates, as set forth in Section 109.7.5(C), or the Contractor’s Actual Costs.
5. Costs for extended job-site overhead.
6. Time.
7. Subcontractor quoted Work, as set forth below in Section 109.7.5 (F).”

109.7.5 Force Account Work

C. Equipment

Paragraph 2, delete sentence 1 which starts; “Equipment leased...”

Paragraph 6, change sentence 2 from “The Contractor may furnish...” to read “If requested by the Department, the Contractor will produce cost data to assist the Department in the establishment of such rental rate, including all records that are relevant to the Actual Costs including rental Receipts, acquisition costs, financing documents, lease Agreements, and maintenance and operational cost records.”

Add the following paragraph; “Equipment leased by the Contractor for Force Account Work and actually used on the Project will be paid for at the actual invoice amount plus 10% markup for administrative costs.”

Add the following section;

‘F. Subcontractor Quoted Work When accomplishing Force Account Work that utilizes Subcontractor quoted Work, the Contractor will be allowed a maximum markup of 5% for profit and overhead.”

SPECIAL PROVISION SECTION 401 HOT MIX ASPHALT PAVEMENT

401.18 Quality Control Method A & B Make the following change to paragraph a. QCP Administrator; in the final sentence, change “...certified as a Plant Technician or Paving Inspector...” to “...certified as a Quality Assurance Technologist...”

401.201 Method A Under a. Lot Size, add the following; ‘Each lot will be divided into a minimum of four sublots for mix properties and five sublots for percent TMD.’”

SPECIAL PROVISION SECTION 402 PAVEMENT SMOOTHNESS

Add the following: “Projects to have their pavement smoothness analyzed in accordance with this Specification will be so noted in Special Provision 403 - Bituminous Box.”

“402.02 Lot Size Lot size for smoothness will be 1000 lane-meters [3000 lane-feet]. A subplot will consist of 20 lane-meters [50 lane-feet]. Partial lots will be included in the previous lot if less than one-half the size of a normal lot. If greater than one-half the normal lot size, it will be tested as a separate lot.”

SPECIAL PROVISION SECTION 502 STRUCTURAL CONCRETE

502.0502 Quality Assurance Method A - Rejection by Resident Change the first sentence to read: “For an individual subplot with test results failing to meet the criteria in Table #1, or if the calculated pay factor for Air Content is less than 0.80.....”

502.0503 Quality Assurance Method B - Rejection by Resident Change the first sentence to read: “For material represented by a verification test with test results failing to meet the criteria in Table #1, the Department will.....”

502.0505 Resolution of Disputed Acceptance Test Results Combine the second and third sentence to read: “Circumstances may arise, however, where the Department may”

SPECIAL PROVISION SECTION 504
REINFORCING STEEL

504.18 Plates for Fabricated Members Change the second paragraph, first sentence from: "...ASTM A 898/A 898 M..." to "...ASTM A 898/A 898 M or ASTM A 435/A 435 M as applicable and..."

SPECIAL PROVISION SECTION 535
PRECAST, PRESTRESSED CONCRETE SUPERSTRUCTURE

535.02 Materials Change "Steel Strand for Concrete Reinforcement" to "Steel Strand." Add the following to the beginning of the third paragraph; "Concrete shall be Class P conforming to the requirements in this section. 28 day compressive strength shall be as stated on the plans. Coarse aggregate...."

535.26 Lateral Post-Tensioning Replace the first paragraph; "A final tension..." with "Overstressing strands for setting losses cannot be accomplished for chuck to chuck lengths of 7.6 m [25 ft] and less. In such instances, refer to the Plans for all materials and methods. Otherwise, post-tensioning shall be in accordance with PCI standards and shall provide the anchorage force noted in the Plans. The applied jacking force shall be no less than 100% of the design jacking force."

SPECIAL PROVISION SECTION 604
MANHOLES, INLETS, AND CATCH BASINS

604.02 Materials Add the following:

"Tops and Traps	712.07
Corrugated Metal Units	712.08
Catch Basin and Manhole Steps	712.09"

SPECIAL PROVISION SECTION 615
LOAM

615.02 Materials Make the following change:

<u>Organic Content</u>	<u>Percent by Volume</u>
Humus	"5% - 10%", as determined by Ignition Test

SPECIAL PROVISION SECTION 618 SEEDING

618.01 Description Change the first sentence to read as follows: “This work shall consist of furnishing and applying seed” Also remove “,and cellulose fiber mulch” from 618.01(a).

618.03 Rates of Application In 618.03(a), remove the last sentence and replace with the following: “These rates shall apply to Seeding Method 2, 3, and Crown Vetch.”

618.09 Construction Method In 618.09(a) 1, sentence two, replace “100 mm [4 in]” with “25 mm [1 in] (Method 1 areas) and 50 mm [2 in] (Method 2 areas)”

618.15 Temporary Seeding Change the Pay Unit from Unit to Kg [lb].

SPECIAL PROVISION SECTION 620 GEOTEXTILES

620.03 Placement Section (c)

Title: Replace “Non-woven” in title with “Erosion Control”.

First Paragraph: Replace first word “Non-woven” with “Woven monofilament”.

Second Paragraph: Replace second word “Non-woven” with “Erosion Control”.

620.07 Shipment, Storage, Protection and Repair of Fabric Section (a)

Replace the third sentence with the following: “Damaged geotextiles, as identified by the Resident, shall be repaired immediately.”

620.09 Basis of Payment

Pay Item 620.58: Replace “Non-woven” with “Erosion Control”

Pay Item 620.59: Replace “Non-woven” with “Erosion Control”

SPECIAL PROVISION SECTION 626 HIGHWAY SIGNING

626.034 Concrete Foundations Add to the following to the end of the second paragraph: “Pre-cast and cast-in-place foundations shall be warranted against leaning and corrosion for two years after the project is completed. If the lean is greater than 2 degrees from normal or the foundation is spalling within the first two years, the Contractor shall replace the foundation at no extra cost.”

SPECIAL PROVISION SECTION 637
DUST CONTROL

637.06 Basis of Payment Add the following after the second sentence of the third paragraph: “Failure by the Contractor to follow Standard Specification or Special Provision - Section 637 and/or the Contractor’s own Soil Erosion and Pollution Control Plan concerning Dust Control and/or the Contractor’s own Traffic Control Plan concerning Dust Control and/or visible evidence of excessive dust problems, as determined by the Resident, will result in a reduction in payment, computed by reducing the Lump Sum Total by 5% per occurrence per day. The Department’s Resident or any other representative of the Department reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The Department shall not be held responsible for any delay in the work due to any suspension under this item. Additional penalties may also be assessed in accordance with Special Provision 652 - Work Zone Traffic Control and Standard Specification 656 - Temporary Soil Erosion and Water Pollution Control.”

SPECIAL PROVISION SECTION 656
TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL

656.5.1 If Pay Item 656.75 Provided Replace the second paragraph with the following: “Failure by the Contractor to follow Standard Specification or Special Provision - Section 656 and/or the Contractor’s own Soil Erosion and Pollution Control Plan will result in a reduction in payment, computed by reducing the Lump Sum Total by 5% per occurrence per day. The Department’s Resident or any other representative of the Department reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The Department shall not be held responsible for any delay in the work due to any suspension under this item.”

SPECIAL PROVISION SECTION 709
REINFORCING STEEL AND WELDED STEEL WIRE FABRIC

709.03 Steel Strand Change the second paragraph from “...shall be 12mm [½ inch] AASHTO M203M/M203 (ASTM A416/A416M)...” to “...shall be 15.24 mm [0.600 inch] diameter AASHTO M203 (ASTM A416)...”

SPECIAL PROVISION SECTION 712
MISCELLANEOUS HIGHWAY MATERIALS

Add the following:

“712.07 Tops, and Traps These metal units shall conform to the plan dimensions and to the following specification requirements for the designated materials.

Gray iron castings shall conform to the requirements of AASHTO M105, Class 30, unless otherwise designated.

Carbon steel castings shall conform to the requirements of AASHTO M103/M103M. Grade shall be 450-240 [65-35] unless otherwise designated.

Structural steel shall conform to the requirements of AASHTO M183/M183M or ASTM A283/A283M, Grade B or better. Galvanizing, where specified for these units, shall conform to the requirements of AASHTO M111.

712.08 Corrugated Metal Units The units shall conform to plan dimensions and the metal to AASHTO M36/M36M. Bituminous coating, when specified, shall conform to AASHTO M190 Type A.

712.09 Catch Basin and Manhole Steps Steps for catch basins and for manholes shall conform to ASTM C478M [ASTM C478], Section 13 for either of the following material:

- (a) Aluminum steps-ASTM B221M, [ASTM B211] Alloy 6061-T6 or 6005-T5.
- (b) Reinforced plastic steps Steel reinforcing bar with injection molded plastic coating copolymer polypropylene. Polypropylene shall conform to ASTM D 4101.

712.23 Flashing Lights Flashing Lights shall be power operated or battery operated as specified.

- (a) Power operated flashing lights shall consist of housing, adapters, lamps, sockets, reflectors, lens, hoods and other necessary equipment designed to give clearly visible signal indications within an angle of at least 45 degrees and from 3 to 90 m [10 to 300 ft] under all light and atmospheric conditions.

Two circuit flasher controllers with a two-circuit filter capable of providing alternate flashing operations at the rate of not less than 50 nor more than 60 flashes per minute shall be provided.

The lamps shall be 650 lumens, 120 volt traffic signal lamps with sockets constructed to properly focus and hold the lamp firmly in position.

The housing shall have a rotatable sun visor not less than 175 mm [7 in] in length designed to shield the lens.

Reflectors shall be of such design that light from a properly focused lamp will reflect the light rays parallel. Reflectors shall have a maximum diameter at the point of contact with the lens of approximately 200 mm [8 in].

The lens shall consist of a round one-piece convex amber material which, when mounted, shall have a visible diameter of approximately 200 mm [8 in]. They shall distribute light and not diffuse it. The distribution of the light shall be asymmetrical in a downward direction. The light distribution of the lens shall not be uniform, but shall consist of a small high intensity portion with narrow distribution for long distance throw and a larger low intensity portion with wide distribution for short distance throw. Lenses shall be marked to indicate the top and bottom of the lens.

(b) Battery operated flashing lights shall be self-illuminated by an electric lamp behind the lens. These lights shall also be externally illuminated by reflex-reflective elements built into the lens to enable it to be seen by reflex-reflection of the light from the headlights of oncoming traffic. The batteries must be entirely enclosed in a case. A locking device must secure the case. The light shall have a flash rate of not less than 50 nor more than 60 flashes per minute from minus 30 °C [minus 20 °F] to plus 65 °C [plus 150 °F]. The light shall have an on time of not less than 10 percent of the flash cycle. The light beam projected upon a surface perpendicular to the axis of the light beam shall produce a lighted rectangular projection whose minimum horizontal dimension shall be 5 degrees each side of the horizontal axis. The effective intensity shall not have an initial value greater than 15.0 candelas or drop below 4.0 candelas during the first 336 hours of continuous flashing. The illuminated lens shall appear to be uniformly bright over its entire illuminated surface when viewed from any point within an angle of 9 degrees each side of the vertical axis and 5 degrees each side of the horizontal axis. The lens shall not be less than 175 mm [7 in] in diameter including a reflex-reflector ring of 13 mm [½ in] minimum width around the periphery. The lens shall be yellow in color and have a minimum relative luminous transmittance of 0.440 with a luminance of 2854° Kelvin. The lens shall be one-piece construction. The lens material shall be plastic and meet the luminous transmission requirements of this specification. The case containing the batteries and circuitry shall be constructed of a material capable of withstanding abuse equal to or greater than 1.21 mm thick steel [No. 18 U.S. Standard Gage Steel]. The housing and the lens frame, if of metal shall be properly cleaned, degreased and pretreated to promote adhesion. It shall be given one or more coats of enamel which, when dry shall completely obscure the metal. The enamel coating shall be of such quality that when the coated case is struck a light blow with a sharp tool, the paint will not chip or crack and if scratched with a knife will not powder. The case shall be so constructed and closed as to exclude moisture that would affect the proper operation of light. The case shall have a weep hole to allow the escape of moisture from condensation. Photoelectric controls, if provided, shall keep the light operating whenever the ambient light falls below 215 lx [20 foot candles]. Each light shall be plainly marked as to the manufacturer's name and model number.

If required by the Resident, certification as to conformance to these specifications shall be furnished based on results of tests made by an independent testing laboratory. All lights are subject to random inspection and testing. All necessary random samples shall be provided to the Resident upon request without cost to the Department. All such samples shall be returned to the Contractor upon completion of the tests.

712.32 Copper Tubing Copper tubing and fittings shall conform to the requirements of ASTM B88M Type A [ASTM B88, Type K] or better.

712.33 Non-metallic Pipe, Flexible Non-metallic pipe and pipe fittings shall be acceptable flexible pipe manufactured from virgin polyethylene polymer suitable for transmitting liquids intended for human or animal consumption.

712.34 Non-metallic Pipe, Rigid Non-metallic pipe shall be Schedule 40 polyvinylchloride (PVC) that meets the requirement of ASTM D1785. Fittings shall be of the same material.

712.341 Metallic Pipe Metallic pipe shall be ANSI, Standard B36.10, Schedule 40 steel pipe conforming to the requirements of ASTM A53 Types E or S, Grade B. End plates shall be steel conforming to ASTM A36/A36M.

Both the sleeve and end plates shall be hot dip galvanized. Pipe sleeve splices shall be welded splices with full penetration weld before galvanizing.

712.35 Epoxy Resin Epoxy resin for grouting or sealing shall consist of a mineral filled thixotropic, flexible epoxy resin having a pot life of approximately one hour at 10°C [50°F]. The grout shall be an approved product suitable for cementing steel dowels into the preformed holes of curb inlets and adjacent curbing. The sealant shall be an approved product, light gray in color and suitable for coating the surface.

712.36 Bituminous Curb The asphalt cement for bituminous curb shall be of the grade required for the wearing course, or shall be Viscosity Grade AC-20 meeting the current requirements of Subsection 702.01 Asphalt Cement. The aggregate shall conform to the requirements of Subsection 703.07. The coarse aggregate portion retained on the 2.36 mm [No. 8] sieve may be either crushed rock or crushed gravel.

The mineral constituents of the bituminous mixture shall be sized and graded and combined in a composite blend that will produce a stable durable curbing with an acceptable texture. Bituminous material for curb shall meet the requirements of Section 403 - Hot Bituminous Pavement.

712.37 Precast Concrete Slab Portland cement concrete for precast slabs shall meet the requirements of Section 502 - Structural Concrete, Class A.

The slabs shall be precast to the dimension shown on the plans and cross section and in accordance with the Standard Detail plans for Concrete Sidewalk Slab. The surface shall be finished with a float finish in accordance with Subsection 502.14(c). Lift devices of sufficient strength to hold the slab while suspended from cables shall be cast into the top or back of the slab.

712.38 Stone Slab Stone slabs shall be of granite from an acceptable source, hard, durable, predominantly gray in color, free from seams which impair the structural integrity and be of smooth splitting character. Natural color variations characteristic of the deposit will be permitted. Exposed surfaces shall be free from drill holes or indications of drill holes. The granite slabs in any one section of backslope must be all the same finish.

The granite slabs shall be scabble dressed or sawed to an approximately true plane having no projections or depressions over 13 mm [½ in] under a 600 mm [2 ft] straightedge or over 25 mm [1 in] under a 1200 mm [4 ft] straightedge. The arris at the intersection of the top surface and exposed front face shall be pitched so that the arris line is uniform throughout the length of the installed slabs. The sides shall be square to the exposed face unless the slabs are to be set on a radius or other special condition which requires that the joints be cut to fit, but in any case shall be so finished that when the stones are placed side by side no space more than 20 mm [¾ in] shall show in the joint for the full exposed height.

Liftpin holes in all sides will be allowed except on the exposed face.

SPECIAL PROVISION SECTION 717 ROADSIDE IMPROVEMENT MATERIAL

717.05 Mulch Binder. Change the third sentence to read as follows:

“Paper fiber mulch may be used as a binder at the rate of 2.3 kg/unit [5 lb/unit].”

Town: **Hampden, Bangor , Howland**
Projects: **IM-95-1140(200)E, PIN 11402.00**
IM-395-1140(100)E, PIN 11401.00
IM-95-1140(300)E, PIN 11403.00
Date: **December 17, 2003**

SPECIAL PROVISIONS
SECTION 104 Utilities

MEETING

A Pre-construction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications is **not** required.

GENERAL INFORMATION

These Special Provisions outline the arrangements that have been made by the Department for utility and/or railroad work to be undertaken in conjunction with this project. The following list identifies all known utilities or railroads having facilities presently located within the limits of this project or intending to install facilities during project construction

Overview:

Utility/Railroad	Aerial	Underground	Railroad
Bangor Hydro-Electric Company	X		
Adelphia Communications Corp.	X		
Verizon	X	X	
State of Maine Department of Transportation		X	
Montreal, Maine and Atlantic Railway			X

Temporary utility adjustments are **not** anticipated. If temporary relocation becomes necessary, sufficient time will need to be allowed prior to the construction for all required temporary relocation. All utility crossings over highways will provide not less than 18 feet vertical clearance over existing ground in cut or over finished grade in fill, during construction of this project.

AERIAL

No Aerial Utility adjustments are anticipated as part of this project. All above ground utility locations (hydrants, poles, guys, etc.) will be reviewed for compliance with the Department's Above Ground Pole Policy following the completion of the paving operation. Any above ground utility locations not meeting the Department's Above Ground Pole Policy will require relocation to the proper offset.

SUBSURFACE

Maine Department of Transportation

The Maine Department of Transportation has underground facilities, Flashing Speed Limit signs and Highway lighting in and around these projects. Should any subsurface work be necessary in the vicinity of these ramps, the contractor shall contact Ron Cote at 624-3602 for location and marking of the facilities. The contractor shall provide at least a five (5) working day notice before commencing any work in that area.

Town: **Hampden, Bangor , Howland**
Projects: **IM-95-1140(200)E, PIN 11402.00**
IM-395-1140(100)E, PIN 11401.00
IM-95-1140(300)E, PIN 11403.00
Date: **December 17, 2003**

RAILROAD

Montreal, Maine & Atlantic Railway Company has a railroad overpass on PIN 11402.00. The contractor shall give the railroad one weeks notice before commencing any work around the overpass. The contact for the Montreal, Maine & Atlantic Railway Company is Tom Tardiff 848-4246.

UTILITY SIGNING

Any utility working within the construction limits of this project shall ensure that the traveling public is adequately protected at all times. All work areas shall be signed, lighted, and traffic flaggers employed as determined by field conditions. All traffic controls shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as issued by the Federal Highway Administration.

SAFE PRACTICES AROUND UTILITY FACILITIES

The Contractor shall be responsible for complying with M.R.S.A. Title 35-A, Chapter 7-A Sections 751 - 761 Overhead High-Voltage Line Safety Act. Prior to commencing any work that may come within ten (10) feet of any aerial electrical line; the Contractor shall notify the aerial utilities as per Section 757 of the above act.

DIG SAFE

The Contractor shall be responsible for determining the presence of underground utility facilities prior to commencing any excavation work and shall notify utilities of proposed excavation in accordance with M.R.S.A. Title 23 §3360-A, Maine "Dig Safe" System.

MAINTAINING UTILITY LOCATION MARKINGS

The Contractor will be responsible for maintaining the buried utility location markings following the initial locating by the appropriate utility or their designated representative.

THE CONTRACTOR SHALL PLAN AND CONDUCT HIS WORK ACCORDINGLY.

The following utilities are known to be located on this project:

Bangor Hydro-Electric Company	Bruce Smith	973-2507
Verizon	Bill Francini	990-5227
	Frank Connolly (Location)	990-5263
Adelphia Communications Corp.	Steve Bossie	1-877-500-1055 (ext.2421)
Montreal, Maine and Atlantic Railway	Tom Tardiff	848-4246
State of Maine , Department of Transportation	Ron Cote	624-3602
	Debbie Morgan (Traffic)	624-3606

Town: Bangor-Brewer
PIN #: 11401.00
Date: 1-6-04

SPECIAL PROVISION
SECTION 105
General Scope of Work
(Environmental Requirements)

Instream Work shall not be allowed between the dates of Oct. 1 and July 14.
(Instream work is allowed from July 15 to Sept. 30.)

Stream Name(s) with Station #: un-named tribs to Penobscot River. Sta. 22+80 Rt. & Lt. & Sta. 13 +50 Rt.

Special Conditions: Instream work shall be conducted during low flows.

Raise elevation of existing downstream pool outlet spillway at Sta. 22+80Rt., by approx. 1 foot, using clean, well-graded Stone Ditch Protection with 15%-25% between 12 inch and 18 inches, and less than 5% passing the 4 inch sieve. Placement shall be as directed by the Resident.

Instream work consists of any activity conducted below the normal high water mark.

During the instream work window restriction, all activities are prohibited (including placement and removal of cofferdams) below the normal high water mark and during high flow conditions, except for the following:

- Work within a sealed and dewatered cofferdam. Maintenance pumping within a sealed cofferdam is also allowed.

No construction activity, whether temporary or permanent, is allowed that completely blocks a river, stream, or brook without providing downstream flow.

The contractor shall abide by all permits and conditions.

- Dredge Material (See MDOT Standard Specifications § 101.2) is regulated as a Special Waste. Fifty cubic yards or less of Dredge Material **Beneficially Used in the area adjacent to and draining into the dredged water body** is exempt from regulation. The Contractor shall ensure that Dredge Material is placed into the fill areas specified by MDOT. No more than the fifty cubic yards (38 cubic meters) of Dredge Material may be excavated without authorization from the Engineer. Any Dredge Material not Beneficial Used (excess Dredge Material) shall be disposed of at a landfill licensed by the Maine Department of Environmental Protection to accept Special Waste. The Contractor shall be responsible for making all necessary arrangements for dewatering and proper disposal of the Dredge Material, including any additional laboratory testing, in accordance with the landfill's license. The Contractor shall provide documentation to the Engineer that any such Dredge Material was disposed of as specified.

Town:Hampden
PIN #: 11402.00
Date: 1-6-04

SPECIAL PROVISION
SECTION 105
General Scope of Work
(Environmental Requirements)

Instream Work shall not be allowed between the dates of Sept. 16 and July 14.
(Instream work is allowed from July 15 to Sept. 15.)

Stream Name(s) with Station #s:Cold Brook trib., Sta. 3669 +73 Rt.

Special Conditions: Instream work shall be conducted during low flows.

Raise elevation of downstream pool outlet spillway by approx. 1 foot +- using clean, well-graded Stone Ditch Protection with 15%-25% between 12 inch and 18 inches, and less than 5% passing the 4 inch sieve. Placement shall be as directed by the Resident.

Instream work consists of any activity conducted below the normal high water mark.

During the instream work window restriction, all activities are prohibited (including placement and removal of cofferdams) below the normal high water mark and during high flow conditions, except for the following:

- Work within a sealed and dewatered cofferdam. Maintenance pumping within a sealed cofferdam is also allowed.

No construction activity, whether temporary or permanent, is allowed that completely blocks a river, stream, or brook without providing downstream flow.

The contractor shall abide by all permits and conditions.

- Dredge Material (See MDOT Standard Specifications § 101.2) is regulated as a Special Waste. Fifty cubic yards or less of Dredge Material **Beneficially Used in the area adjacent to and draining into the dredged water body** is exempt from regulation. The Contractor shall ensure that Dredge Material is placed into the fill areas specified by MDOT. No more than the fifty cubic yards (38 cubic meters) of Dredge Material may be excavated without authorization from the Engineer. Any Dredge Material not Beneficial Used (excess Dredge Material) shall be disposed of at a landfill licensed by the Maine Department of Environmental Protection to accept Special Waste. The Contractor shall be responsible for making all necessary arrangements for dewatering and proper disposal of the Dredge Material, including any additional laboratory testing, in accordance with the landfill's license. The Contractor shall provide documentation to the Engineer that any such Dredge Material was disposed of as specified.

Town: Howland
PIN #: 11403.00
Date: 1-6-04

SPECIAL PROVISION
SECTION 105
General Scope of Work
(Environmental Requirements)

Instream Work shall not be allowed between the dates of Oct. 1 and July 14.
(Instream work is allowed from July 15 to Sept. 30.)

Stream Name(s) with Station #: un-named trib. To Pollard Brook, Sta. 1822+50 Lt.
Special Conditions: Instream work shall be conducted during low flows.

Instream work consists of any activity conducted below the normal high water mark.

During the instream work window restriction, all activities are prohibited (including placement and removal of cofferdams) below the normal high water mark and during high flow conditions, except for the following:

- Work within a sealed and dewatered cofferdam. Maintenance pumping within a sealed cofferdam is also allowed.

No construction activity, whether temporary or permanent, is allowed that completely blocks a river, stream, or brook without providing downstream flow.

The contractor shall abide by all permits and conditions.

- Dredge Material (See MDOT Standard Specifications § 101.2) is regulated as a Special Waste. Fifty cubic yards or less of Dredge Material **Beneficially Used in the area adjacent to and draining into the dredged water body** is exempt from regulation. The Contractor shall ensure that Dredge Material is placed into the fill areas specified by MDOT. No more than the fifty cubic yards (38 cubic meters) of Dredge Material may be excavated without authorization from the Engineer. Any Dredge Material not Beneficial Used (excess Dredge Material) shall be disposed of at a landfill licensed by the Maine Department of Environmental Protection to accept Special Waste. The Contractor shall be responsible for making all necessary arrangements for dewatering and proper disposal of the Dredge Material, including any additional laboratory testing, in accordance with the landfill's license. The Contractor shall provide documentation to the Engineer that any such Dredge Material was disposed of as specified.

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(LIMITATIONS OF OPERATIONS)

1. All milling and paving will be performed at night between the hours of 6:00 pm and 6:00 am. All other work will be done at night unless it can be done with no lane closures.
2. No permanent lane closures will be allowed. Lane closures will be allowed only between the hours of 6:00 pm and 6:00 am.
3. The contractor will be limited to one paving operation.
4. The contractor will not be allowed to commence milling operations until all drainage work is completed unless otherwise authorized by the Resident.
5. The contractor will not be allowed to run traffic on milled pavement surface on the travel or passing lanes. All milled areas shall be paved the same night as the milling is performed.
6. The contractor will be allowed to run traffic on milled pavement surface on the ramps for 48 hours. The contractor will be charged \$750.00 per calendar day for every day that traffic runs on a milled surface above and beyond the 48 hours.
7. The contractors traffic control plan shall discuss/address ways to minimize impact to the traveling public.
8. The contractor will not be allowed to have any lane closures on the following dates: July 2,3,4,5

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(LIMITATIONS OF OPERATIONS)

1. The contractor will be limited to one paving operation.
2. The contractor will not be allowed to commence milling operations until all drainage work is completed unless otherwise authorized by the Resident.
3. The contractor will not be allowed to run traffic on milled pavement surface or on base pavement on the travel or passing lanes.
4. The contractor will be allowed to run traffic on milled pavement surface on the ramps for 48 hours. The contractor will be charged \$750.00 per calendar day for every day that traffic runs on a milled surface above and beyond the 48 hours.
5. The contractors traffic control plan shall discuss/address ways to minimize impact to the traveling public.
6. The contractor will not be allowed to have any lane closures on the following days: July 2,3,4,5
7. Temporary closures will be used for drainage and rental work. The roadway will be opened full width at the end of each work day.
8. No lanes closures will be allowed on Sundays unless otherwise authorized by the Project Manager.
9. No lanes closures will be allowed on Saturdays unless the contractor is working or otherwise authorized by the Project Manager.

IM-95-1140(100)E Bangor-Brewer

IM-95-1140(200)E Hampden

IM-95-1140(300)E Howland

SPECIAL PROVISION

SECTION 105

(Access to the Work from I-95)

The Contractor will be allowed access to the work in the direction of traffic utilizing existing interchanges.

The Contractor is authorized to use the existing median crossovers within and/or adjacent to the limits of work for the purpose of hauling construction materials and equipment to the work areas. A flagger will be required whenever construction vehicles are using a median crossover.

Authorization is granted for the use of median crossovers without requiring individual permits for Contractor owned or hired construction equipment involved in the contract work provided that the crossover, is properly signed and/or controlled by a flagger(s) as required by this contract, and that each operator, prior to using the crossover, is instructed in the proper use of that crossover.

Individual crossover permits for use of median crossovers by drivers of personal vehicles shall be limited to those people involved in the supervision of the work and those people whose duties require that they use a crossover to access their work station.

The Contractor shall inform all personnel on this project that they are not authorized to stop traffic. The flaggers are authorized only to control the passage of the Contractor's equipment. The Contractor shall be responsible for periodically informing their employees as to the proper use of crossovers.

SPECIAL PROVISION
SECTION 107
SCHEDULING OF WORK

Replace Section 107.4.2 with the following:

"107.4.2 Schedule of Work Required Within 21 Days of Contract Execution and before beginning any on-site activities, the Contractor shall provide the Department with its Schedule of Work. The Contractor shall plan the Work, including the activity of Subcontractors, vendors, and suppliers, such that all Work will be performed in Substantial Conformity with its Schedule of Work. The Schedule must include sufficient time for the Department to perform its functions as indicated in this Contract, including QA inspection and testing, approval of the Contractor's TCP, SEWPCP and QCP, and review of Working Drawings.

At a minimum, the Schedule of Work shall include a bar chart which shows the major Work activities, milestones, durations, and a timeline. Milestones to be included in the schedule include: (A) start of Work, (B) beginning and ending of planned Work suspensions, (C) Completion of Physical Work, and (D) Completion. If the Contractor Plans to Complete the Work before the specified Completion date, the Schedule shall so indicate.

Any restrictions that affect the Schedule of Work such as paving restrictions or In-Stream Work windows must be charted with the related activities to demonstrate that the Schedule of Work complies with the Contract.

The Department will review the Schedule of Work and provide comments to the Contractor within 20 days of receipt of the schedule. The Contractor will make the requested changes to the schedule and issue the finalized version to the Department."

SPECIAL PROVISION
SECTION 107
PROSECUTION AND PROGRESS
(CONTRACT TIME)

1. The contractor will be allowed to commence work on or after June 1, 2004 provided that all applicable plans required under this contract have been submitted and approved.
2. The completion date for this contract is August 28, 2004.
3. For every weekday not worked once operations commence, the contractor will be charged liquidated damages in the amount of \$1,000.00 (excluding inclement weather days).
4. The contractor will be allowed to work on only two projects at any one time

SPECIAL PROVISIONS
SECTION 202
REMOVING STRUCTURES AND OBSTRUCTIONS
(Removing Pavement Surface)

The December 2002 Revision of the Standard Specifications, Section 202-Removing Structures and Obstructions, subsection 202.061-Removing Pavement Surface, has been removed and replaced in its entirety by the following:

202.061 Removing Pavement Surface The equipment for removing the bituminous surface shall be a power operated milling machine or grinder capable of removing bituminous concrete pavement to the required depth, transverse cross slope, and profile grade by the use of an automated grade and slope control system. The controls shall automatically increase or decrease the pavement removal depth as required, and readily maintain desired cross slope, to compensate for surface irregularities in the existing pavement course. The equipment shall be capable of accurately establishing profile grades by referencing from a fixed reference such as a grade wire, or from the existing pavement surface using a 30 foot (9m) minimum contact ski (floating beam), or 24 foot (8m) non-contact grade control beam.

The Contractor shall locate and remove all objects in the pavement through the work area that would be detrimental to the planing or grinding machine.

The finished milled surface will be inspected before being accepted, and any deviations in the profile exceeding 12 mm [1/2 inch] under a 5 meter [16 foot] string line or straightedge placed parallel to the centerline will be corrected. Any deviations in the cross-slope that exceed 10 mm [3/8 inch] under a 3 meter [10 foot] string line or straightedge placed transversely to centerline will be corrected. All corrections will be made with approved methods and materials. Any areas that require corrective measures will be subject to the same acceptance tolerances. Excess material that becomes bonded to the milled surface will be removed to the Resident's satisfaction before the area is accepted.

SPECIAL PROVISION
SECTION 401
PLANT MIX PAVEMENTS - GENERAL
(Material Transfer Vehicle)

The hot bituminous mix for all leveling, base, binder and wearing courses shall be transferred to the paver by a material transfer vehicle (MTV) on main line paving.

The MTV shall operate as an independent unit not attached to the paver. It shall be a commercially manufactured unit specifically designed to transfer the hot mix from haul trucks to the paver without depositing the mix on the roadway.

Also required is a separate hopper with a capacity of 18 Mg [20 ton] that shall be inserted into the regular paver hopper.

The MTV or the hopper insert shall be designed so that the mix receives additional mixing action either in the MTV unit or the paver hopper.

The MTV and the hopper insert will not be paid for directly, but will be considered incidental to the related contract pay items.

Bangor IM-395-1140(100)E
Hampden IM-95-1140(200)E
Howland IM-95-1140(300)E
Level II Mill and Overlay
January 5, 2004

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT OVERLAY

Desc. of Course	Grad. Design	Item Number	Bit Cont. % of Mix	Total Thick	No. Of Layers	Comp. Notes
<u>Bangor I-395</u>						
<u>Travel, Passing, Off-ramp and On-ramp Lanes</u>						
<u>Mill and Resurface</u>						
Wearing	9.5mm	403.210	N/A	1 ½ "	1	4,7
<u>Howland I-95</u>						
<u>Travel and Passing Lanes</u>						
<u>Mill and Resurface</u>						
Wearing	9.5mm	403.210	N/A	1 ½ "	1	4,7,22
<u>Hampden I-95</u>						
<u>Travel and Passing Lanes</u>						
<u>Mill and Resurface</u>						
Wearing	9.5 mm	403.210	N/A	1¼"	1	4,7,22
Base	9.5 mm	403.210	N/A	¾"	1	4,7,20
<u>Hampden I-95</u>						
<u>Off-ramp and On-ramp Lanes</u>						
<u>Mill and Resurface</u>						
Wearing	9.5 mm	403.210	N/A	1 ½ "	1	4,7
<u>COMPLEMENTARY NOTES</u>						

4. The design traffic level for mix placed shall be 0.3 to <3 million ESALS
7. Section 106.6 Acceptance, (1) Method A.
20. There shall be no bonus for density for material placed as **base** on the Mainline Travel Lanes and Shoulders. Density for material placed as **base** on the Mainline Travelway and Shoulders shall be obtained by the same rolling train and methods as used on Mainline Travelway Surface Course, unless otherwise directed by the Department. Efforts to obtain optimum compaction will not be waived by the Department unless it is apparent during construction that local conditions make densification to this point detrimental to the pavement course.
22. The final mainline travelway pavement surface course shall be evaluated for smoothness in accordance with the Standard Specifications, revision of December 2002, Section 402 - Pavement Smoothness.

Tack Coat

A tack coat of emulsified asphalt, RS-1 or HFMS-1, Item #409.15 shall be applied to any existing pavement at a rate of approximately 0.025 G/SY, and on milled pavement approximately 0.05 G/SY, prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim / intermediate course and the surface course, at a rate not to exceed 0.08 L/m².

Tack used between layers of pavement will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION
SECTION 424
ASPHALT RUBBER CRACK SEALER

Description. This work shall consist of furnishing all plant, labor, equipment, and materials necessary to clean and seal bituminous concrete pavement cracks in accordance with these Special Provisions and in conformity with the plans.

MATERIALS

General. Asphalt Rubber Crack Sealer shall be an asphalt and rubber compound designed especially for improving the strength and performance of the base asphalt cement.

Rubber Sealant. Hot pour rubber crack sealant material shall conform to ASTM D-3405.

CONSTRUCTION REQUIREMENTS

Weather. Asphalt Rubber Crack Sealer shall not be applied on a wet surface, after sunset or before sunrise, or when the atmospheric temperature is below 10°C [50°F] in a shaded area at the job site, or when weather conditions are otherwise unfavorable to proper construction procedures.

Equipment. Equipment used in the performance of the work shall be subject to the Resident's approval and shall be maintained in a satisfactory working condition at all times.

- (a) Air Compressor: Air compressors shall be portable and capable of furnishing not less than 3 m³ [1 1/8 cubic inch] of air per minute at not less than 620 kPa [90 pounds per square inch] pressure at the nozzle. The compressor shall be equipped with traps that will maintain the compressed air free of oil and water.
- (b) Sweeper: Manually operated, gas powered air-broom or self-propelled sweeper designed especially for use in cleaning pavements shall be used to remove debris, dirt, and dust from the cracks.
- (c) Hot Air Lance: Should operate with propane and compressed air in combination at 1100°C - 1650°C [2012°F - 3002°F], exit air heated at 310 m/s [77.5 inches/seconds]. The lance should draw propane from no smaller than a 45 Kg [100 pound] tank using separate hoses for propane and air draw. The hoses shall be wrapped together with reflectorized wrap to keep them together and to protect workers in low light situations.
- (d) Hand Tools: Shall consist of brooms, shovels, metal bars with chisel shaped ends, and any other tools which may be satisfactorily used to accomplish this work.
- (e) Melting Kettle: The unit used to melt the joint sealing compound shall be a double boiler, indirect fired type. The space between inner and outer shells shall be filled with a suitable heat

transfer oil or substitute having a flash point of not less than 320°C [608°F]. The kettle shall be equipped with a satisfactory means of agitating and mixing the joint sealer at all times. This may be accomplished by continuous stirring with mechanically operated paddles and/or a continuous circulating gear pump attached to the heating unit. The kettle must be equipped with thermostatic control calibrated between 94°C [201.2°F] and 290°C [554°F].

Preparations of Cracks. All cracks greater than 5 mm [1/4 inch] and smaller than 20 mm [3/4 inch] shall be blown free of loose material, dirt, vegetation, and other debris by high pressure air. Material removed from the crack shall be removed from the pavement surface by means of a power sweeper or appropriate hand tools as required. Cracks showing evidence of vegetation after being blown out shall be additionally cleaned by appropriate hand tools and additionally blown out. All cracks must be blown and heated via the hot air lance 10 minutes prior to the crack being sealed. Distance between the hot air lance and the crack sealing unit should be no more than 15 m [50 feet] to eliminate reinvasion of water, debris, and other incompressibles as much as possible. All debris, vegetation, and water should be removed to enhance adhesion of the crack sealing material. **THIS WORK SHALL NOT BE DONE IN INCLEMENT WEATHER.**

Preparation and Placement of Sealer. Asphalt Rubber Crack Sealer shall be heated and applied at a temperature between 170°C - 200°C [338°F - 392°F] or as specified by the manufacturer and approved by the Resident.

Sealer shall be delivered to the crack through a pressure hose line and applicator shoe. The shoe width and the sealer overbanding area shall vary from 50 mm - 100 mm [2 inch - 4 inch] depending on the severity of the cracks.

If the sealed area is to be opened to traffic immediately, a sand or blotter material provided by the Contractor and approved by the Resident shall be broadcast over the cracks to prevent sealer pickup.

Workmanship. All workmanship shall be of the highest quality. Excess of spilled sealer shall be removed from the pavement by approved methods and discarded. Any workmanship determined to be below normal acceptable standards will not be accepted, and will be corrected and/or replaced as directed by the Resident.

Method of Measurement. Asphalt Rubber Crack Sealer will be measured by the liter [gallon] in accordance with **Section 108 Payment.**

Basis of Payment. The accepted quantity of Asphalt Rubber Crack Sealer will be paid for at the contract unit price per liter [gallon] complete in place, which price shall be full compensation for furnishing and placing crack sealer, including cleaning cracks and furnishing and placing sand blotter materials if necessary.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
424.32 Asphalt Rubber Crack Sealer, Applied	Liter [Gallon]

SPECIAL PROVISION
SECTION 424
JOINT SEALER

Description. This work shall consist of furnishing all labor, equipment and materials necessary to clean and seal longitudinal and transverse joints that result in the construction of bituminous concrete pavement courses. This material is to be thoroughly applied to the joints during the construction of bituminous pavement courses, to seal the construction joint from deterioration due to the elements, and to adhere the joint materials together.

MATERIALS

General. Asphalt rubber joint sealer shall be an asphalt and rubber compound designed for sealing and improving the strength and performance of the base asphalt cement and shall conform to ASTM D-3405.

CONSTRUCTION REQUIREMENTS

Weather. Asphalt rubber crack sealer shall not be applied on a wet surface, after sunset or before sunrise, or when the atmospheric temperature is below 10°C [50°F] in a shaded area at the job site, or when weather conditions are otherwise unfavorable to proper construction procedures. An atmospheric temperature of 2°C [36°F] and rising will be permitted on intermediate and base courses, with the time and weather constraints remaining.

Preparation and Placement. This work shall be constructed using a rubberized sealer that conforms to ASTM D-3405.

Asphalt rubber sealer shall be heated and applied at a temperature between 170°C - 200°C [338°F - 392°F] or as specified by the manufacturer and approved by the Resident. Sealer shall be delivered to the crack through a pressure hose line and applicator shoe. The shoe width and the sealer overbanding area shall vary from 35 mm - 40 mm [1 3/8 inch - 1 1/2 inch] depending on the joint height variability. The sealer shall be applied at a rate that produces a coating thickness of 3 mm [1/8 inch], typical. These materials will not be applied at more than 12 hours prior to the placement of any pavement course, and subject to approval by the Resident.

Preparations of Joints. All joints shall be swept or blown free of loose material, dirt, and other debris. Material removed from the joint shall be removed from the pavement surface by means of a power sweeper or appropriate hand tools as required. Joints shall additionally be cleaned by appropriate hand tools if contaminants remain on the face. All debris and water

shall be removed to enhance adhesion of the crack sealing material. THIS WORK SHALL NOT BE DONE IN INCLEMENT WEATHER.

Equipment. Equipment used in the performance of the work shall be subject to the Resident's approval and shall be maintained in a satisfactory working condition at all times.

(a) Sweeper: The sweeper shall be a manually operated, gas powered air-broom, or self-propelled sweeper designed especially for use in cleaning pavements shall be used to remove all debris, dirt, and dust from the joints.

(b) Melting Kettle: The unit used to melt the joint sealing compound shall be a double boiler, indirect fired type. The space between inner and outer shells shall be filled with a suitable heat transfer oil or substitute having a flash point of not less than 320°C [608°F]. The kettle shall be equipped with a satisfactory means of agitating and mixing the joint sealer at all times. This may be accomplished by continuous stirring with mechanically operated paddles and/or a continuous circulating gear pump attached to the heating unit. The kettle must be equipped with thermostatic control calibrated between 94°C [170°F] and 290°C [522°F].

Workmanship. All workmanship shall be of the highest quality. Excess sealer shall be removed from the pavement by approved methods and discarded. Any workmanship determined to be below normal acceptable standards will not be accepted, and will be corrected and/or replaced as directed by the Resident.

Method of Measurement. Asphalt rubber sealer and pavement joint adhesive will be measured by the meter [foot] applied.

Basis of Payment. The accepted quantity of asphalt rubber sealer and pavement joint adhesive will be paid for at the contract unit price per meter [foot] complete in place, which price shall be full compensation for furnishing and placing sealer or adhesive, including all cleaning of joints, and furnishing and placing all materials necessary to perform the work.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
424.321 Asphalt Rubber Joint Sealer, Applied	Meter [Foot]

SPECIAL PROVISION
SECTION 504
CONCRETE PIPE TIES

Description: This work shall consist of furnishing and installing concrete pipe ties in conformance with the Special Details.

Materials: All materials shall meet the requirements shown in the Special Details.

Method of Measurement: Concrete pipe ties shall be measured per each.

Basis of Payment: The accepted quantity of concrete pipe ties will be paid for at the contract unit price per each. Such payment will be full compensation for furnishing, installing and all other necessary incidentals for satisfactory completion of the work. Any grout or mortar necessary to repair chipping shall be incidental to the installation of the pipe ties.

<u>Pay Item</u>	<u>Pay Unit</u>
504.069 Concrete Pipe Tie	Each

Revised July 9, 2001

SPECIAL PROVISION
SECTION 606
GUARDRAIL
(Adjusting)

Description. This work consists of:

1. Adjusting posts and rails to proper grade as shown in the Standard Details.

Materials. Materials shall consist of the existing posts, beam, bolts and other hardware of the existing guardrail.

Any materials damaged or lost during the removing and adjusting shall be replaced by the Contractor without compensation.

Any materials required shall be equal to, or better than, the material of the present highway guardrail.

CONSTRUCTION REQUIREMENTS

General. The existing guardrail posts shall be raised from their present elevation to a final elevation, which will be designated by the Engineer.

The posts shall be pulled to approximately 5 inches above the final desired elevation. The posts shall then be driven to the required elevation, approximately 29 inches above the new pavement surface at the face of rail and have a firm foundation.

Method of Measurement. Guardrail adjusted will be measured by the linear foot of rail from center to center of supporting end posts of each section.

Basis of Payment. The accepted quantity of guardrail, adjusted will be paid for at the contract unit price per linear foot. Such payment shall be full compensation for raising, disassembling and reassembling parts, necessary cutting, furnishing new parts when necessary, driving to the new elevation, and all other incidentals necessary to complete the work. Payment will also include adjusting guardrail alignment.

Furnishing and installing new posts to replace unusable existing posts will be paid for at the contract unit price per each, complete and accepted in place.

Furnishing Guardrail Beam will be paid for at the contract unit price per linear foot. Installing beams will be considered incidental to Item 606.178.

Payment will be made under:

Pay Item	Pay Unit
606.178 Guardrail Beam	L.F.
606.362 Guardrail, Adjusted	L.F.
606.367 Replace Unusable Guardrail Posts	Each

wrc

IM-95-1140(100)E

IM-95-1140(200)E

IM-95-1140(300)E

SPECIAL PROVISION
SECTION 631
EQUIPMENT RENTAL
EQUIPMENT REQUIREMENTS

The following are added to Subsection 631.02 and 631.08

631.02 General

<u>Equipment</u>	<u>Description</u>	<u>Minimum Size</u>
Skid Steer	Pneumatic tired with pushing blade	34.3 kW[46 hp]

631.08 Basis of Payment

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
631.133	Skid Steer (including Operator)	Hour

SPECIAL PROVISION
SECTION 631
EQUIPMENT RENTAL
EQUIPMENT REQUIREMENTS

The following are added to Subsection 631.01, 631.02 and 631.08.

631.01 Description

This item is to be used in areas not accessible with other equipment and will only be used when authorized by the Resident.

631.02 General

<u>Equipment</u>	<u>Description</u>	<u>Minimum Size</u>
Mini-All Purpose Excavator	Track mounted	89 hp [66.1 kW]
<u>Operating Weight</u>	<u>Bucket Range</u>	
27,100 lbs. [12,300 kg]	.5 - .98 Cu. Yd. [.38 - .75 Cu. M]	

631.08 Basis of Payment

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
631. 122 Mini – All Purpose Excavator (including Operator)	Hour

IM-95-1140(100)E

IM-95-1140(200)E

IM-95-1140(300)E

SPECIAL PROVISION
SECTION 631
EQUIPMENT RENTAL
EQUIPMENT REQUIREMENTS

The following are added to Subsection 631.02 and 631.08

631.02 General

<u>Equipment</u>	<u>Description</u>	<u>Minimum Size</u>
Brush Chipper	Disk Style	30" diameter disk (762 mm)

631.08 Basis of Payment

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
631.28 Brush Chipper (including Operator)	Hour

May 3, 1999
Supersedes
December 19, 1995

SPECIAL PROVISION
SECTION 645
HIGHWAY SIGNING
(Flexible Reflectorized Delineator)

Description. This work shall consist of furnishing and installing flexible reflectorized delineators in accordance with the manufacturer's recommendations in reasonably close conformity with the plans and specifications.

MATERIALS

Flexible reflectorized delineators shall be one of the following:

Manufacturer	Model
Safe-Hit Corp.	Safe-Hit Co-extruded Type SH248GP3 or Safe-Hit Co-extruded Type SH254GP3 Safe-Hit Co-extruded Type SH348GP3

CONSTRUCTION REQUIREMENTS

Flexible delineators shall be installed in accordance with Subsection 645.062, Installation of Delineators, except that the mounted height of the delineator shall be 1 200 mm [4 feet] above the edge of shoulder.

Method of Measurement. Flexible reflectorized delineators will be measured by the number of units complete in place.

Basis of Payment. The accepted reflectorized delineators will be paid for at the contract unit price each. Such payment will be full compensation for furnishing and installing the delineator and all associated hardware complete in place.

Payment will be made under:

Pay Item	Pay Unit
645.306 Flexible Reflectorized Delineator	Each

mh:chh:ws:slt

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC
(Portable-Changeable Message Sign)

Description This work shall consist of furnishing a portable-changeable message signs. The signs shall be used as directed by the Resident, for the duration of this project. The signs shall be available for use before the start of the work on the project.

General The portable message sign shall be a Winko-matic, or an approved equal.

The sign message shall have a minimum of three lines and eight characters per line. It shall have a minimum clear visibility of 275 m [900 ft]. The changeability of the sign message shall be done with so-called, LED technology. The sign shall be lighted from above and below the message for night use.

The sign shall be mounted on a heavy duty trailer. The trailer shall have leveling jacks and a 50 mm [2 in] ball hitch. The sign shall have capability of being raised to a minimum of 2 m [7 ft] above the trailer, measured for the bottom of the sign. It shall be capable of being rotated 360 degrees with respect to the trailer. The sign shall be solar powered.

The controller shall be a high performance laptop computer with LCD display. It shall have a standard 72 Keyboard. The controller shall have the capability of a minimum 200 messages with a minimum 150 preprogrammed commonly used messages and 50 user created messages. It shall be enclosed in a weather proof cabinet on the trailer. The sign shall have the capability of flashing the message.

There shall be a battery back-up power source in the event of failure.

Method of Measurement The quantity of portable-changeable message signs will be measured for payment by each unit furnished and satisfactorily maintained.

Basis of Payment The accepted quantity of portable-changeable message signs will be paid for at the contract unit price each, which payment shall be full compensation for all labor, materials, equipment required for furnishing, installation of, Operation of, maintenance of, relocation of, and adjustment of the portable-changeable message sign and removing the signs.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
652.41 Portable-Changeable Message Sign	Each

SPECIAL PROVISION
SECTION 652
 MAINTENANCE OF TRAFFIC

Approaches. Approach signing for the work on the Interstate shall include the following signs shown on the Standard Maintenance of Traffic in Construction Zones sheet for "Project Approach Signing-Expressway".

Road Work Ahead
 Road Work 3 Miles
 Road Work 1 Mile

Road Work 500 Feet
 Road Work Next 4 Miles
 End Road Work

Work Areas Interstate. At the work sites, signs, flashing arrow boards and channeling devices as shown on the Standard Maintenance of Traffic in Construction Zones sheets of the plans shall be used as directed by the Engineer.

Signs include:

Bump
 Exit (green with white legend and border)
 Work Area Ahead
 Right or Left Lane Closed 1/2 Mile with 45 MPH Advisory Speed Plate
 Do Not Pass* (In Closure array and one per mile)
 Advisory Speed Plates for 45 MPH (Spaced 1 per mile)
 Lane Ends Merge Right or Left
 Right or Left Lane Ends
 W 4-2 (|) right or left
 Resume Speed
 Trucks Entering
 Left Turning Trucks with 500 Feet Advisory Plate
 Flagger Sign
 Single Lane Ahead (At on-ramp in right lane closure)
 Stop Ahead (At on-ramp in right lane closure)
 Stop (At on-ramp in right lane closure)
 Directional Arrows (At on-ramp in right lane closure)
 Pass With Care*
 Fines Doubled*
 Speed Limit 55* (with flags)
 Work Zone
 Grooved Pavement
 Caution Rumble Strip

* White with black legend and border

The above lists of Approach signs and Work Area signs are representative of the contract requirements. Other sign legends may be required.

General Requirements-Interstate. There shall be no diverting of traffic between northbound and southbound lanes.

The Contractor shall provide a minimum traveled way width of 15 Feet through an expressway lane closure.

The maximum length of lane closure shall be 4 miles.

Lane closures shall be separated by at least 2 miles.

All construction work shall be confined to the lane closed to traffic.

Slow moving construction equipment may travel the closed lane for short distances.

All trucking shall be done in the lane open to traffic.

Before traffic is routed over any new pavement, the adjacent guardrail and 350 Flared Terminals must be in place at the new grade.

No equipment or vehicles of the Contractor, his Subcontractor or employees engaged in work on this contract, shall be parked or stopped on lanes carrying traffic, or on lanes or shoulders adjacent to lanes carrying traffic, at any time.

When the Contractor is not working on a section restricted to one lane traffic for extended periods of time, all signing shall be removed and traffic shall be allowed to use the full roadway wherever possible.

The Contractor shall keep all paved areas of the roadway as clear as possible at all times. The Contractor's men and equipment shall avoid crossing traffic lanes whenever possible.

Existing pavement markings at centerline in the taper to the lane closure shall be removed Beginning at the first drum in the taper in overnight lane closures.

A temporary pavement marking line, or at the Contractor's option temporary approved raised pavement markers, shall be placed from the existing lane edge line through the length of the taper in overnight lane closures. Temporary painted lines shall be used where the pavement is to be overlaid and temporary plastic lines or raised pavement markers shall be used on pavement that it not to be overlaid. Removing existing pavement markings shall be paid under Item 627.77. Placing temporary pavement marking lines or markers will be paid under Item 627.781 Temporary 6 Inch Painted Pavement Marking Line, White or Yellow. When raised pavement markers are use they shall be placed at 5 foot intervals. This paragraph does not apply to project IM-395-1140(100)E.

Road Work Ahead signs shall be used when the Contractor is working on or near an on-ramp or when the on-ramp enters a lane closure area.

No slope or guardrail work shall be done on or adjacent to the lane carrying traffic.

Channelization. Channelization devices shall include the following:

Flashing Arrow Boards

Vertical Panel Markers

Drums (Every 1500' of a lane closure the Contractor will place 3 drums across closed travel lane)

Cones (**During actual work the contractor shall use cones in the work areas in lieu of Drums**)

Temporary Raised Pavement Markers

Channelization devices shall be installed and maintained at the spacing determined by the MUTCD to delineate travel lanes through the project. Vertical Panel markers shall be placed 2 feet from the outside edge of the shoulder on the passing lane at 600 feet intervals when the travel lane is closed in overnight lane closures. The vertical panel marker size shall be 12 inches x 24 inches. When directed by the Engineer, drums or other channelization devices shall be placed in the closed lane at a maximum spacing of 2 x speed limit.

Temporary Centerline or Edge Line. A temporary centerline or edge line of reflectorized traffic paint shall be marked each day on all new pavement to be used by traffic. The temporary line shall conform to the standard marking patterns used for permanent markings and will be paid for under Section 627. Failure to apply a temporary line daily will result in suspension of paving until temporary markings are applied to all previously placed pavement.

Roadside Recovery Area. The Contractor shall not store material nor park equipment within 20 feet of the edge of the established travel lanes.

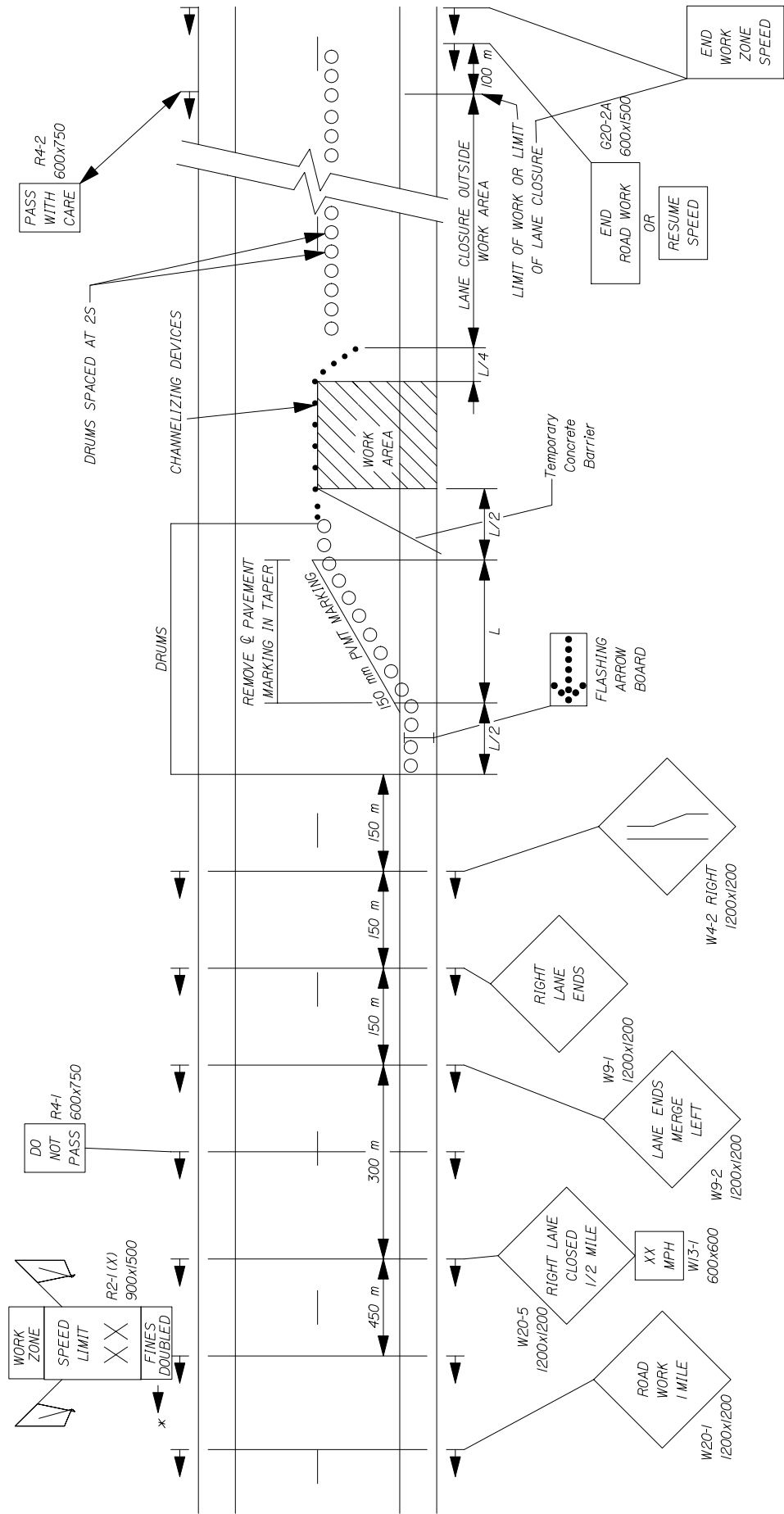
Equipment parked overnight within 30 feet of the edge of the travel lane shall be clearly marked by channelizing devices or other reflective devices.

Vehicles shall not be parked in the median, except at crossovers. Crossovers shall not be blocked from the normal use of maintenance or State Police Forces.

Speed Limits in Work Zones. The Contractor shall sign all approved reduced speed limits on construction project according to APM #431 - A Policy on the Establishment of Speed Limits in Work Zones.

NOTES:

Omit W20-1 if lane closure signing array is within project limits.
 Alter pavement markings as required.
 Maintain 4.5 m lateral clearance.
 Use similar signing for left lane closure.
 * To be removed or covered when the contractor is not working



SPECIAL PROVISION
SECTION 656
Temporary Soil Erosion and Water Pollution Control

The following is added to Section 656 regarding Project Specific Information and Requirements. All references to the Maine Department of Transportation Best Management Practices for Erosion and Sediment Control (a.k.a. Best Management Practices manual or BMP Manual) are a reference to the latest revision of said manual. The "Table of Contents" of the latest version is dated "1/19/00" (available at <http://www.state.me.us/mdot/mainhtml/bmp/bmpjan2000.pdf>.) **Procedures specified shall be according to the BMP Manual unless stated otherwise.**

Any and all references to "bark mulch" or "composted bark mix" shall be a reference to "Erosion Control Mix" in accordance with *Standard Specification, Section 619 - Mulch*.

Project Specific Information and Requirements

The following information and requirements apply specifically to this Project. The temporary soil erosion and water pollution control measures associated with this work shall be addressed in the SEWPCP.

This project is in the Penobscot River watershed, and is considered **SENSITIVE** in accordance with the BMP Manual. The Contractor's SEWPCP shall comply with Section II.B., Guidelines for Sensitive Waterbodies in the BMP Manual.

- Newly disturbed earth shall be mulched by the end of each workday. Mulch shall be maintained on a daily basis.
- The SEWPCP shall describe the location and method of temporary erosion and sediment control for existing and proposed catch basins, outlet areas and culvert inlets and outlets.
- **If water is flowing within the drainage system, the water shall be diverted to a stable area or conduit and work shall be conducted in the dry.** The Contractor's plan shall address when and where the diversions will be necessary.
- Dust control items other than those under *Standard Specification, Section 637 – Dust Control*, if applicable, shall be included in the plan.
- Permanent slope stabilization measures shall be applied within one week of the last soil disturbance.
- Permanent seeding shall be done in accordance with *Standard Specification, Section 618 - Seeding* unless the Contract states otherwise.
- Culvert inlet and outlet protection shall be installed within 48 hours of culvert installation, or prior to a storm event, whichever is sooner.
- After November 1 the Contractor shall use winter stabilization methods, such as Erosion Control Mix as specified in *Standard Specification, Section 619 - Mulch*. If required, spring

SPECIAL PROVISION
SECTION 656

Temporary Soil Erosion and Water Pollution Control

procedures for permanent stabilization shall also be described in the plan. Use of this product for over-winter temporary erosion control will be incidental to the contract and be paid for as part of Pay Item 656.75.

- All disturbed ditches shall be stabilized by the end of each workday. Stabilization shall be maintained on a daily basis.
- Erosion control blanket shall be installed in the bottoms of all ditches except where a stone lining is planned. Seed shall be applied prior to the placement of the blanket.
- If check dams are used, they shall be constructed of stone in accordance with BMP Manual, Section 9. *Hay Bale Temporary Check Dams* **are not allowed**. Delete all reference to them in Section 9.
- The Contractor's SEWPCP shall address in-stream work at the following locations:
 - sta. 13+50 Rt.
 - sta. 22+80 Rt. & Lt.
- Stream flow shall be maintained at all times.
- A cofferdam sedimentation basin is required if cofferdams are used. The basin shall be located in an upland area where the water can settle and seep into the ground or be released slowly to the resource in a manner that will not cause erosion. The location of such a cofferdam sedimentation basin shall be addressed in the SEWPCP.
- Riprap/ stone used in stream locations shall be clean prior to placing in/around stream.

SPECIAL PROVISION**SECTION 656**

Temporary Soil Erosion and Water Pollution Control

The following is added to Section 656 regarding Project Specific Information and Requirements. All references to the Maine Department of Transportation Best Management Practices for Erosion and Sediment Control (a.k.a. Best Management Practices manual or BMP Manual) are a reference to the latest revision of said manual. The "Table of Contents" of the latest version is dated "1/19/00" (available at <http://www.state.me.us/mdot/mainhtml/bmp/bmpjan2000.pdf>.) **Procedures specified shall be according to the BMP Manual unless stated otherwise.**

Any and all references to "bark mulch" or "composted bark mix" shall be a reference to "Erosion Control Mix" in accordance with *Standard Specification, Section 619 - Mulch*.

Project Specific Information and Requirements

The following information and requirements apply specifically to this Project. The temporary soil erosion and water pollution control measures associated with this work shall be addressed in the SEWPCP.

This project is in the Cold Brook watershed, and is considered **SENSITIVE** in accordance with the BMP Manual. The Contractor's SEWPCP shall comply with Section II.B., Guidelines for Sensitive Waterbodies in the BMP Manual.

- Newly disturbed earth shall be mulched by the end of each workday. Mulch shall be maintained on a daily basis.
- The SEWPCP shall describe the location and method of temporary erosion and sediment control for existing and proposed catch basins, outlet areas and culvert inlets and outlets.
- Dust control items other than those under *Standard Specification, Section 637 – Dust Control*, if applicable, shall be included in the plan.
- Permanent slope stabilization measures shall be applied within one week of the last soil disturbance.
- Permanent seeding shall be done in accordance with *Standard Specification, Section 618 - Seeding* unless the Contract states otherwise.
- Culvert inlet and outlet protection shall be installed within 48 hours of culvert installation, or prior to a storm event, whichever is sooner.
- After November 1 the Contractor shall use winter stabilization methods, such as Erosion Control Mix as specified in *Standard Specification, Section 619 - Mulch*. If required, spring procedures for permanent stabilization shall also be described in the plan. Use of this product for over-winter temporary erosion control will be incidental to the contract and be paid for as part of Pay Item 656.75.

SPECIAL PROVISION

SECTION 656

Temporary Soil Erosion and Water Pollution Control

- All disturbed ditches shall be stabilized by the end of each workday. Stabilization shall be maintained on a daily basis.
- Erosion control blanket shall be installed in the bottoms of all ditches except where a stone lining is planned. Seed shall be applied prior to the placement of the blanket.
- If check dams are used, they shall be constructed of stone in accordance with BMP Manual, Section 9. *Hay Bale Temporary Check Dams* **are not allowed**. Delete all reference to them in Section 9.
- The Contractor's SEWPCP shall address in-stream work at the following locations:
sta. 3669+73 Rt.
- Stream flow shall be maintained at all times.
- A cofferdam sedimentation basin is required if cofferdams are used. The basin shall be located in an upland area where the water can settle and seep into the ground or be released slowly to the resource in a manner that will not cause erosion. The location of such a cofferdam sedimentation basin shall be addressed in the SEWPCP.
- Riprap/ stone used in or near stream locations shall be clean before placed.

SPECIAL PROVISION**SECTION 656**

Temporary Soil Erosion and Water Pollution Control

The following is added to Section 656 regarding Project Specific Information and Requirements. All references to the Maine Department of Transportation Best Management Practices for Erosion and Sediment Control (a.k.a. Best Management Practices manual or BMP Manual) are a reference to the latest revision of said manual. The "Table of Contents" of the latest version is dated "1/19/00" (available at <http://www.state.me.us/mdot/mainhtml/bmp/bmpjan2000.pdf>.) **Procedures specified shall be according to the BMP Manual unless stated otherwise.**

Any and all references to "bark mulch" or "composted bark mix" shall be a reference to "Erosion Control Mix" in accordance with *Standard Specification, Section 619 - Mulch*.

Project Specific Information and Requirements

The following information and requirements apply specifically to this Project. The temporary soil erosion and water pollution control measures associated with this work shall be addressed in the SEWPCP.

This project is in the Pollard Brook watershed, and is considered **SENSITIVE** in accordance with the BMP Manual. The Contractor's SEWPCP shall comply with Section II.B., Guidelines for Sensitive Waterbodies in the BMP Manual.

- Newly disturbed earth shall be mulched by the end of each workday. Mulch shall be maintained on a daily basis.
- The SEWPCP shall describe the location and method of temporary erosion and sediment control for existing and proposed catch basins, outlet areas and culvert inlets and outlets.
- Dust control items other than those under *Standard Specification, Section 637 – Dust Control*, if applicable, shall be included in the plan.
- Permanent slope stabilization measures shall be applied within one week of the last soil disturbance.
- Permanent seeding shall be done in accordance with *Standard Specification, Section 618 - Seeding* unless the Contract states otherwise.
- Culvert inlet and outlet protection shall be installed within 48 hours of culvert installation, or prior to a storm event, whichever is sooner.
- After November 1 the Contractor shall use winter stabilization methods, such as Erosion Control Mix as specified in *Standard Specification, Section 619 - Mulch*. If required, spring procedures for permanent stabilization shall also be described in the plan. Use of this product for over-winter temporary erosion control will be incidental to the contract and be paid for as part of Pay Item 656.75.

SPECIAL PROVISION

SECTION 656

Temporary Soil Erosion and Water Pollution Control

- All disturbed ditches shall be stabilized by the end of each workday. Stabilization shall be maintained on a daily basis.
- Erosion control blanket shall be installed in the bottoms of all ditches except where a stone lining is planned. Seed shall be applied prior to the placement of the blanket.
- If check dams are used, they shall be constructed of stone in accordance with BMP Manual, Section 9. *Hay Bale Temporary Check Dams* **are not allowed**. Delete all reference to them in Section 9.
- The Contractor's SEWPCP shall address in-stream work at the following locations:
 - sta. 1822+50 Lt.
 - Stream flow shall be maintained at all times.
- A cofferdam sedimentation basin is required if cofferdams are used. The basin shall be located in an upland area where the water can settle and seep into the ground or be released slowly to the resource in a manner that will not cause erosion. The location of such a cofferdam sedimentation basin shall be addressed in the SEWPCP.
- Riprap/stone shall be clean before being placed in or around stream locations.

Permits & Cultural Resources Unit

PIN #: 11401.00

Location: Bangor-Brewer

Permit Member: Laurie Rowe

Photographs ☐

Database/Projex ☒

Package to ENV Coordinator: 1/12/04

☒ **HISTORIC AND CULTURAL RESOURCES**

MHPC Historic Resources

N/A ☐

Applicable ☒

Approved ☐

MOA ☒

MHPC Archeological Resources

N/A ☐

Applicable ☒

Approved ☐

MOA ☒

Tribal Consultation

N/A ☒

Applicable ☐

Approved ☐

☒ **4(f) and 6(f)**

Section 4(f)

N/A ☒

Applicable ☐

Approved ☐

LAWCON 6(f)

N/A ☒

Applicable ☐

Approved ☐

☒ **FEMA**

N/A ☒

Applicable ☐

Approved ☐

☒ **Maine Department of Environmental Protection (MDEP) Site Location of Development**

N/A ☒

Applicable ☐

Approved ☐

☒ **Local Zoning, Title 30-A, Section 4352-6.**

Is the project something other than the highway and bridge system, such as a maintenance lot, building/parking facility? Yes

☐ No ☒. If no, the project is exempt.

If yes, continue. Does the town in which the project is located have a comprehensive plan consistent with the Growth Management Program? Yes ☐ No ☐. If no, the project is exempt.

If yes, local zoning ordinances and/or permits are needed.

Approved ☐

☒ **Maine Department of Inland Fisheries and Wildlife (MDIFW) Essential Habitat**

Eagle Nest

N/A ☒

Applicable ☐

Approved ☐

Piping Plover

N/A ☒

Applicable ☐

Approved ☐

Roseate Tern

N/A ☒

Applicable ☐

Approved ☐

☒ **United States Fish and Wildlife Service (USFWS), Migratory Bird Act**

N/A ☒

Applicable ☐

☒ **Maine Department of Conservation/ Public Lands, Submerged Land Lease**

N/A ☒

Applicable ☐

☒ **Land Use Regulation Commission (LURC)** ☒ Not Applicable

No permit

☐

Notice

☐

Approved ☐

Permit

☐

Approved ☐

☒ **Maine Department of Environmental Protection (MDEP), Natural Resource Protection Act**

No permit required ☐

Exempt ☒

(Must use erosion and sediment control and not block fish passage.)

PBR ☐

Approved ☐

Tier 1 ☐

Approved ☐

Tier 2 ☐

Approved ☐

Tier 3 ☐

Approved ☐

☒ **Army Corps of Engineers (ACOE), Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.**

No permit required ☐

Category 1-NR ☒

Approved ☒

Category 2 ☐

Approved ☐

Category 3 ☐

Approved ☐

☒ **IN-WATER TIMING RESTRICTIONS: 105 Special Provision** ☒ n/a ☐

Dates instream work is allowed: 7/15 to 9/30

☒ **Special Provision 656, Erosion Control Plan**

* Boxes marked in red indicate items that are attached and need to be placed in the contract by the Project Manager.

Permits & Cultural Resources Unit

PIN #: 11402.00

Location: Hampden

Permit Member: Laurie Rowe

Photographs ☐

Database/Projex ☒

Package to ENV Coordinator: 1/12/04

☒ **HISTORIC AND CULTURAL RESOURCES**

MHPC Historic Resources

N/A ☐

Applicable ☒

Approved ☐

MOA ☒

MHPC Archeological Resources

N/A ☐

Applicable ☒

Approved ☐

MOA ☒

Tribal Consultation

N/A ☒

Applicable ☐

Approved ☐

☒ **4(f) and 6(f)**

Section 4(f)

N/A ☒

Applicable ☐

Approved ☐

LAWCON 6(f)

N/A ☒

Applicable ☐

Approved ☐

☒ **FEMA**

N/A ☒

Applicable ☐

Approved ☐

☒ **Maine Department of Environmental Protection (MDEP) Site Location of Development**

N/A ☒

Applicable ☐

Approved ☐

☒ **Local Zoning, Title 30-A, Section 4352-6.**

Is the project something other than the highway and bridge system, such as a maintenance lot, building/parking facility? Yes

☐ No ☒. If no, the project is exempt.

If yes, continue. Does the town in which the project is located have a comprehensive plan consistent with the Growth Management Program? Yes ☐ No ☐. If no, the project is exempt.

If yes, local zoning ordinances and/or permits are needed.

Approved ☐

☒ **Maine Department of Inland Fisheries and Wildlife (MDIFW) Essential Habitat**

Eagle Nest

N/A ☒

Applicable ☐

Approved ☐

Piping Plover

N/A ☒

Applicable ☐

Approved ☐

Roseate Tern

N/A ☒

Applicable ☐

Approved ☐

☒ **United States Fish and Wildlife Service (USFWS), Migratory Bird Act**

N/A ☒

Applicable ☐

☒ **Maine Department of Conservation/ Public Lands, Submerged Land Lease**

N/A ☒

Applicable ☐

☒ **Land Use Regulation Commission (LURC)** ☒ Not Applicable

No permit

☐

Notice

☐

Approved ☐

Permit

☐

Approved ☐

☒ **Maine Department of Environmental Protection (MDEP), Natural Resource Protection Act**

No permit required ☐

Exempt ☒

(Must use erosion and sediment control and not block fish passage.)

PBR ☐

Approved ☐

Tier 1 ☐

Approved ☐

Tier 2 ☐

Approved ☐

Tier 3 ☐

Approved ☐

☒ **Army Corps of Engineers (ACOE), Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.**

No permit required ☐

Category 1-NR ☒

Approved ☒

Category 2 ☐

Approved ☐

Category 3 ☐

Approved ☐

☒ **IN-WATER TIMING RESTRICTIONS: 105 Special Provision** ☒ n/a ☐

Dates instream work is allowed: 7/15 to 9/15

☒ **Special Provision 656, Erosion Control Plan**

* Boxes marked in red indicate items that are attached and need to be placed in the contract by the Project Manager.

Permits & Cultural Resources Unit

PIN #: 11403.00

Location: Howland

Permit Member: Laurie Rowe

Photographs ☐

Database/Projex ☒

Package to ENV Coordinator: 1/12/04

☒ **HISTORIC AND CULTURAL RESOURCES**

MHPC Historic Resources

N/A ☐

Applicable ☒

Approved ☐

MOA ☒

MHPC Archeological Resources

N/A ☐

Applicable ☒

Approved ☐

MOA ☒

Tribal Consultation

N/A ☒

Applicable ☐

Approved ☐

☒ **4(f) and 6(f)**

Section 4(f)

N/A ☒

Applicable ☐

Approved ☐

LAWCON 6(f)

N/A ☒

Applicable ☐

Approved ☐

☒ **FEMA**

N/A ☒

Applicable ☐

Approved ☐

☒ **Maine Department of Environmental Protection (MDEP) Site Location of Development**

N/A ☒

Applicable ☐

Approved ☐

☒ **Local Zoning, Title 30-A, Section 4352-6.**

Is the project something other than the highway and bridge system, such as a maintenance lot, building/parking facility? Yes

☐ No ☒. If no, the project is exempt.

If yes, continue. Does the town in which the project is located have a comprehensive plan consistent with the Growth Management Program? Yes ☐ No ☐. If no, the project is exempt.

If yes, local zoning ordinances and/or permits are needed.

Approved ☐

☒ **Maine Department of Inland Fisheries and Wildlife (MDIFW) Essential Habitat**

Eagle Nest

N/A ☒

Applicable ☐

Approved ☐

Piping Plover

N/A ☒

Applicable ☐

Approved ☐

Roseate Tern

N/A ☒

Applicable ☐

Approved ☐

☒ **United States Fish and Wildlife Service (USFWS), Migratory Bird Act**

N/A ☒

Applicable ☐

☒ **Maine Department of Conservation/ Public Lands, Submerged Land Lease**

N/A ☒

Applicable ☐

☒ **Land Use Regulation Commission (LURC)** ☒ Not Applicable

No permit

☐

Notice

☐

Approved ☐

Permit

☐

Approved ☐

☒ **Maine Department of Environmental Protection (MDEP), Natural Resource Protection Act**

No permit required ☐

Exempt ☒

(Must use erosion and sediment control and not block fish passage.)

PBR ☐

Approved ☐

Tier 1 ☐

Approved ☐

Tier 2 ☐

Approved ☐

Tier 3 ☐

Approved ☐

☒ **Army Corps of Engineers (ACOE), Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.**

No permit required ☐

Category 1-NR ☒

Approved ☒

Category 2 ☐

Approved ☐

Category 3 ☐

Approved ☐

☒ **IN-WATER TIMING RESTRICTIONS: 105 Special Provision** ☒ n/a ☐

Dates instream work is allowed: 7/15 to 9/30

☒ **Special Provision 656, Erosion Control Plan**

* Boxes marked in red indicate items that are attached and need to be placed in the contract by the Project Manager.

Chapter 305: PERMIT BY RULE Section 11
State Transportation Facilities

- 1. Introduction.** A "permit by rule" or "PBR", when approved by the Department of Environmental Protection (DEP), is an approval for an activity that requires a permit under the Natural Resources Protection Act (NRPA). Only those activities described in this chapter may proceed under the PBR process. A PBR activity will not significantly affect the environment if carried out in accordance with this chapter, and generally has less of an impact on the environment than an activity requiring an individual permit. A PBR satisfies the Natural Resources Protection Act (NRPA) permit requirement and Water Quality Certification requirement.

If a proposed activity is not described in this chapter, or will not be conducted in accordance with the standards of this chapter, the applicant must obtain an individual permit prior to beginning the activity.

- A. Location of activity.** The location of an activity may affect whether an activity qualifies for PBR, and whether review by the Department of Inland Fisheries and Wildlife is required.

- (1) Type of resource. For some types of activities, the availability of a PBR is affected by the type of natural resource in or adjacent to which the activity is proposed. For example, an applicant proposing an activity consisting of "Movement of rocks or vegetation" may receive a PBR only if the activity will take place in a great pond, river, stream or brook. Limitations concerning the location of activities are addressed in the "Applicability" provision in each section of this chapter.
- (2) Essential habitat. Essential habitats include areas critical to the survival of threatened and endangered species such as the bald eagle, least tern, roseate tern, and piping plover. If the activity is located in essential habitat, such as near an eagle nesting site, a PBR is only available if the applicant obtains written approval from the Department of Inland Fisheries and Wildlife (IF&W). This approval from IF&W must be submitted to the DEP with the PBR notification form, and the applicant must follow any conditions stated in the IF&W approval.

NOTE: Maps showing areas of essential habitat are available from the Department of Inland Fisheries and Wildlife regional headquarters, municipal offices, the Land Use Regulation Commission (for unorganized territories) and DEP regional offices. If the activity is located in essential habitat, IF&W must be contacted to request and obtain a "certification of review and approval".

- B. Notification.** The applicant must file notice of the activity with the DEP prior to beginning work on the activity. The notification must be on a form provided by the DEP and must include any submissions required in this chapter. The applicant must keep a copy to serve as the permit.

The notification form must be sent to the DEP by certified mail (return receipt requested), or hand delivered to the DEP and date stamped by the department.

C. Effective period

- (1) Beginning of period. The PBR becomes effective 14 calendar days after the DEP receives the notification form, unless the DEP approves or denies the PBR prior to that date. If the DEP does not speak with or write to the applicant within this 14 day period regarding the PBR notification, the applicant may proceed to carry out the activity.

There are three exceptions regarding the effective date of an approved PBR:

- (a) Activities listed in Section 10 (Stream crossings) occurring in association with forest management are exempt from the 14 day waiting period.
- (b) Activities listed in Section 2 (Soil disturbance) and Section 10 (Stream crossings) performed or supervised by individuals currently certified in erosion control practices by the DEP are exempt from the 14 day waiting period. To be certified in erosion control practices, an individual must successfully complete all course requirements of the Voluntary Contractor Certification Program administered by the DEP's Nonpoint Source Training and Resource Center.
- (c) Activities that are part of a larger project requiring a permit under the Site Location of Development or the Storm Water Management Acts may not proceed until any required permit under those laws is obtained.

NOTE: Activities that are part of a larger project may require other permits from the DEP also. These other laws may prohibit the start of construction of any part of the project unless a permit under that law is obtained. In these cases, while not a violation of this rule, starting work on a PBR approved activity would be a violation of those other applicable laws.

- (2) End of period. The PBR is generally effective for 2 years from the date of approval, except that a PBR for "Replacement of structures" under Section 4 is effective for 3 years.

NOTE: Activities that qualify under this chapter may need to meet other local, state and federal requirements. Examples -- (1) If an activity extends below the low water line of a lake, coastal wetland or international boundary water, the applicant should contact the Bureau of Parks and Lands (287-3061) concerning possible lease or easement requirements, or (2) If an activity will involve work below the mean high water line in navigable waters of the United States, the applicant should contact the Army Corps of Engineers (623-8367).

D. Discretionary authority. Notwithstanding compliance with the PBR applicability requirements and standards set forth in this chapter, the DEP may require an individual permit application to be filed in any case where credible evidence indicates that the activity:

- (1) May violate the standards of the NRPA (38 M.R.S.A. Section 480-D);
- (2) Could lead to significant environmental impacts, including cumulative impacts; or
- (3) Could adversely impact a resource of special concern.

If an individual permit is required pursuant to this subsection, the DEP shall notify the applicant in writing within the 14 calendar day waiting period described in sub-section (C) above. When the DEP notifies an applicant that an individual permit is required, no work may be conducted unless and until the individual permit is obtained.

E. Violations. A violation of law occurs when a person, or his or her agent, performs or causes to be performed any activity subject to the NRPA without first obtaining a permit from the DEP, or acts contrary to the provisions of a permit. The person, his or her agent, or both, may be held

responsible for the violation. Commonly, the "person" is the landowner, and the "agent" is the contractor carrying out the activity. A violation occurs when:

- (1) An activity occurs that is not allowed under PBR, whether or not a PBR notification form has been filed with and/or approved by the DEP;
- (2) An activity occurs that is allowed under PBR, but a PBR for the activity has not become effective prior to the beginning of the activity; or
- (3) An activity occurs that is allowed under PBR and a PBR for the activity is in effect, but the standards specified in this chapter are not met.

See the "applicability" provision under each activity for rules concerning what activities are allowed under PBR. A PBR is only valid for the person listed on the notification form, or for his or her agent.

Each day that a violation occurs or continues is considered a separate offense. Violations are subject to criminal penalties and civil penalties of not less than \$100 nor more than \$10,000 for each day of that violation (38 M.R.S.A. Section 349).

NOTE: A local Code Enforcement Officer (CEO) may take enforcement action for a violation of the Natural Resources Protection Act if he or she is authorized to represent a municipality in District Court, and he or she has been certified as familiar with court procedures, 30-A M.R.S.A. Section 4452(7).

Chapter 305 Section 11**State transportation facilities****A. Applicability**

- (1) This section applies to the maintenance, repair, reconstruction, rehabilitation, replacement or minor construction of a State Transportation Facility carried out by, or under the authority of, the Maine Department of Transportation or the Maine Turnpike Authority, including any testing or preconstruction engineering, and associated technical support services.
- (2) This section does not apply to an activity within a coastal sand dune system.

NOTE: The construction of a transportation facility other than roads and associated facilities may be subject to the Storm Water Management Law, 38 M.R.S.A. Section 420-D.

B. Standards

- (1) Photographs of the area to be altered by the activity must be taken before work on the site begins. The photographs must be kept on file and be made available at the request of the DEP.
- (2) The activity must be reviewed by the Department of Inland Fisheries and Wildlife, the Department of Marine Resources, the Atlantic Salmon Authority, and the DEP's Division of Environmental Assessment prior to the notification being filed with the DEP. The activity must be performed according to any recommendations from these authorities.
- (3) The activity must be performed in accordance with erosion control measures conforming with the State of Maine Department of Transportation Standard Specifications for Highways and Bridges Revision of April 1995 and with the Department of Transportation's Best Management Practices for Erosion and Sediment Control, September 1997.

NOTE: Guidance on the use of erosion control best management practices can be obtained from the on site Construction Manager.

- (4) Alignment changes may not exceed a distance of 200 feet between the old and new center lines in any natural resource.
- (5) The activity may not alter more than 300 feet of shoreline (both shores added together) within a mile stretch of any river, stream or brook, including any bridge width or length of culvert.
- (6) The activity may not alter more than 150 feet of shoreline (both shores added together) within a mile stretch of any outstanding river segment identified in 38 M.R.S.A. 480-P, including any bridge width or length of culvert.
- (7) The activity must minimize wetland intrusion. The activity is exempt from the provisions of Chapter 310, the Wetland Protection Rules, if the activity alters less than 15,000 square feet of natural resources per mile of roadway (centerline measurement) provided that the following impacts are not exceeded within the 15,000 square foot area:

- (a) 1,000 square feet of coastal wetland consisting of salt tolerant vegetation or shellfish habitat; or
- (b) 5,000 square feet of coastal wetland not containing salt tolerant vegetation or shellfish habitat; or
- (c) 1,000 square feet of a great pond.

All other activities must be performed in compliance with all sections of Chapter 310, the Wetland Protection Rules, except 310.2(C), 5(A), 9(1), 9(B) and 9(C).

- (8) The activity may not permanently block any fish passage in any watercourse containing fish. The applicant must improve passage beyond what restriction may already exist unless the Department of Inland Fisheries and Wildlife, the Department of Marine Resources, the Atlantic Salmon Authority and the DEP's Division of Environmental Assessment concur that the improvement is not necessary.
- (9) Rocks may not be removed from below the normal high water line of any coastal wetland, freshwater wetland, great pond, river, stream or brook except to the minimum extent necessary for completion of work within the limits of construction.
- (10) If work is performed in a river, stream or brook that is less than three feet deep at the time and location of the activity, with the exception of culvert installation, the applicant must divert flow away from the activity while work is in progress.
 - (a) Diversion may be accomplished by the use of stable, inert material. No more than two thirds (2/3) of stream width may be diverted at one time.
 - (b) Any material used to divert water flow must be completely removed upon completion of the activity, and the stream bottom must be restored to its original condition.
 - (c) A pump may be operated, where necessary, for a temporary diversion. The pump outlet must be located and operated such that erosion or the discharge of sediment to the water is prevented.

NOTE: Guidance on the appropriate location of a diversion and materials which should be used for a stream diversion can be obtained from the on site Construction Manager.

- (11) Wheeled or tracked equipment may not operate in the water. Equipment operating on the shore may reach into the water with a bucket or similar extension. Equipment may cross streams on rock, gravel or ledge bottom.
- (12) All wheeled or tracked equipment that must travel or work in a vegetated wetland area must travel and work on mats or platforms.
- (13) Any debris or excavated material must be stockpiled either outside the wetland or on mats or platforms. Hay bales or silt fence must be used, where necessary, to prevent sedimentation. Any debris generated during the activity must be prevented from washing downstream and must be removed from the wetland or water body. Disposal of debris must be in conformance with the Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Section 1301 et seq.

- (14) Work below the normal high water line of a great pond, river, stream or brook must be done at low water except for emergency work or work agreed to by the resource agencies listed in paragraph 2 above. Measures, such as a silt boom or staked fencing, must be employed to reduce and isolate turbidity.
- (15) Perimeter controls must be installed before the work starts. Disturbance of natural resources beyond the construction limits shown on the plans is not allowed under this rule.

NOTE: Guidance on the location of construction limits can be obtained from the on site Construction Manager.

- (16) The use of untreated lumber is preferred. Lumber pressure treated with chromated copper arsenate (CCA) may be used, provided it is cured on dry land in a manner that exposes all surfaces to the air for a period of at least 21 days prior to construction. Wood treated with creosote or pentachlorophenol may not be used where it will contact water.
- (17) A temporary road for equipment access must be constructed of crushed stone, blasted ledge, or similar materials that will not cause sedimentation or restrict fish passage. Such roads must be completely removed at the completion of the activity. In addition, any such temporary roads which are in rivers, streams or brooks, must allow for a passage of stormwater flows associated with a 10-year storm.
- (18) Soil may not be disturbed during any period when soils are saturated due to rain or snow melt, except as necessary to protect work in progress or as required for bridge maintenance activities. Areas where soils are saturated (i.e. water drips from the soil when squeezed by hand, or the soil is capable of being rolled into a rod 1/8th inch in diameter that does not crumble) must be immediately mulched if they are disturbed.
- (19) Disturbed soil must be protected within one week from the time it was last actively worked, and prior to any storm event, using temporary or permanent measures such as the placement of riprap, sod, mulch, erosion control blankets, or other comparable measures.
- (20) Hay bale or straw mulch, where used, must be applied at a rate of at least one bale per 500 square feet (1 to 2 tons per acre).
- (21) If mulch is likely to be moved because of steep slopes or wind exposure, it must be anchored with netting, peg and twine, binder or other suitable method and must be maintained until a catch of vegetation is established over the entire disturbed area.
- (22) In addition to the placement of riprap, sod, erosion control blankets or mulch, additional steps must be taken where necessary to prevent sedimentation of the water. Evidence of sedimentation includes visible sheet, rill or gully erosion, discoloration of water by suspended particles and/or slumping of banks. Silt fences, staked hay bales and other sedimentation control measures, where planned for, must be in place prior to the commencement of an activity, but must also be installed whenever necessary to prevent erosion and sedimentation.

NOTE: Guidance on the location and proper installation of erosion control measures can be obtained from the on site Construction Manager.

- (23) Temporary erosion control measures must be maintained and inspected weekly until the site is permanently stabilized with vegetation or other permanent control measures. Erosion control measures must also be inspected immediately prior to and following storms.
- (24) Permanent erosion control measures protecting all disturbed areas must be implemented within 30 days from the time the areas were last actively worked, or for fall and winter activities by the following June 15, except where precluded by the type of activity (e.g. riprap, road surfaces, etc.). The permanent erosion control measures must be maintained.
- (25) The applicant shall immediately take appropriate measures to prevent erosion or sedimentation from occurring or to correct any existing problems, regardless of the time of year.
- (26) Non-native species may not be planted in restored areas.
- (27) Disposal of debris must be in conformance with Maine Hazardous Waste, Septage and Solid Waste Management Act, 38 M.R.S.A. Sections 1301 et seq.
- (28) Disturbance of vegetation must be avoided, if possible. Where vegetation is disturbed outside of the area covered by any road or structure construction, it must be reestablished immediately upon completion of the activity and must be maintained.
- (29) A vegetated area at least 25 feet wide must be established and maintained between any new stormwater outfall structure and the high water line of any open water body. A velocity reducing structure must be constructed at the outlet of the stormwater outfall that will create sheet flow of stormwater, and prevent erosion of soil within the vegetated buffer. If the 25 foot vegetated buffer is not practicable, the applicant must explain the reason for a lesser setback in writing. Approval from the DEP must be in writing and any recommendations must be incorporated into the activity.

C. Definitions. The following terms, as used in this chapter, have the following meanings, unless the context indicates otherwise:

- (1) Diversion. A rerouting of a river, stream or brook to a location outside of its established channel.
- (2) Fill. a. (verb) To put into or upon, supply to, or allow to enter a water body or wetland any earth, rock, gravel, sand, silt, clay, peat, or debris; b. (noun) Material, other than structures, placed in or immediately adjacent to a wetland or water body.
- (3) Floodplain wetlands. Freshwater wetlands that are inundated with flood water during a 100-year flood event based on flood insurance maps produced by the Federal Emergency Agency or other site specific information.
- (4) Riprap. Rocks that are fit into place, usually without mortar, on a slope as defined in the State of Maine, Department of Transportation, Standard Specifications for Highway and Bridges, revision of April 1995.

Permit No: GP-39

Effective Date: Sept. 29, 2000
Expiration Date: Sept. 29, 2005

Applicant: General Public, State of Maine

**DEPARTMENT OF THE ARMY
PROGRAMMATIC GENERAL PERMIT
STATE OF MAINE**

The New England District of the U.S. Army Corps of Engineers hereby issues a programmatic general permit (PGP) that expedites review of minimal impact work in coastal and inland waters and wetlands within the State of Maine. Activities with minimal impacts, as specified by the terms and conditions of this general permit and on the attached DEFINITION OF CATEGORIES sheets, are either non-reporting (provided required local and state permits are received), or are reporting, to be screened by the Corps and Federal Resource Agencies for applicability under the general permit. This general permit does not affect the Corps individual permit review process or activities exempt from Corps jurisdiction.

Activities Covered: work and structures that are located in, or that affect, navigable waters of the United States (regulated by the Corps under Section 10 of the Rivers and Harbors Act of 1899) and the discharge of dredged or fill material into waters of the United States (regulated by the Corps under Section 404 of the Clean Water Act), and the transportation of dredged material for the purpose of disposal in the ocean (regulated by the Corps under Section 103 of the Marine Protection, Research and Sanctuaries Act).

PROCEDURES:

A. State Approvals

For projects authorized pursuant to this general permit that are also regulated by the State of Maine, the following state approvals are also required and must be obtained in order for this general permit authorization to be valid (applicants are responsible for ensuring that all required state permits and approval have been obtained):

- (a) Maine Department of Environmental Protection (DEP): Natural Resources Protection Act permit, including permit-by-rule and general permit authorizations; Site Location and Development Act permit; and Maine Waterway Development and Conservation Act.
- (b) Maine Department of Conservation: Land Use Regulation Commission (LURC) permit.
- (c) Maine Department of Marine Resources: Lease.
- (d) Bureau of Public Lands, Submerged Lands: Lease.

Note that projects not regulated by the State of Maine (e.g., seasonal floats or moorings) may still be authorized by this general permit.

B. Corps Authorizations: Category I (Non-Reporting)

Work in Maine subject to Corps jurisdiction that meets the definition of Category I on the attached DEFINITION OF CATEGORIES sheets and that meets all of this permit's other conditions, does not require separate application to the Corps of Engineers. If the State or the Corps does not contact the applicant for PBRs and Tier One permits during the State's Tier One 30-day review period, Corps approval may be assumed and the project may proceed. Refer to the Procedures Section at Paragraph E below for additional information regarding screening.

Note that the review thresholds under Category I apply to single and complete projects i only (see special condition 5). **Also note that Category I does not apply to projects occurring in a component of, or within 0.25 miles up and downstream of the main stem or tributaries of a river segment of the National Wild and Scenic River System** (see condition 11, and page 9 for the listed rivers in Maine).

There are also restrictions on other national lands or concerns, which must be met in order for projects to be eligible for authorization under this PGP. Refer to special conditions 6-13 under Paragraph F below.

Work that is not regulated by the State of Maine, but that is subject to Corps jurisdiction, is eligible for Corps authorization under this PGP in accordance with the review thresholds and conditions contained herein.

Although Category I projects are non-reporting, the Corps reserves the right to require screening or an individual permit review if there are concerns for the aquatic environment or any other factor of the public interest (see special condition 4 on Discretionary Authority). The Corps review or State/Federal screening process may also result in project modification, mitigation or other special conditions necessary to minimize impacts and protect the aquatic environment as a requirement for PGP approval.

C. Corps Authorization: Category II (Reporting - requiring screening) APPLICATION PROCEDURES

For projects that do not meet the terms of Category I (see DEFINITION OF CATEGORIES sheets), the Corps, State, and Federal Resource Agencies will conduct joint screening meetings to review applications. If projects are concurrently regulated by the DEP or LURC, applicants do not need to submit separate applications to the Corps. For projects not regulated by DEP or LURC, applicants must submit an application to the Corps Maine Project Office for a case-by-case determination of eligibility under this general permit (Category II). **Category II projects may not proceed until written notification is received from the Corps.**

Category II projects which occur in a component of, or within 0.25 mile up or downstream of the main stem or tributaries of a river segment of the National Wild and Scenic River System, will be coordinated with the National Park Service (see special condition 11, and page 9 for listed rivers in Maine).

There are also restrictions on other national lands or concerns, which must be met in order for projects to be eligible for authorization under this PGP. Refer to special conditions 6-14 under Paragraph E below.

Category II applicants shall submit a copy of their application materials to the Maine Historic Preservation Commission and/or applicable Indian tribe(s) at the same time, or before, they apply to the DEP, LURC, or the Corps so that the project can be reviewed for the presence of historic/archaeological resources in the project area that may be affected by the proposed work. **Applications to the DEP or the Corps should include information to indicate that this has been done (applicant's statement or copy of cover letter to Maine Historic Preservation Commission and/or Indian tribe(s)).**

The Corps may require additional information on a case-by-case basis as follows:

- (a) purpose of project;
- (b) 8 1/2" by 11" plan views of the entire property including property lines and project limits with existing and proposed conditions (**legible, reproducible plans required**);
- (c) wetland delineation for the site, information on the basis of the delineation, and calculations of waterway and wetland impact areas (see special condition 2);
- (d) typical cross-section views of all wetland and waterway fill areas and wetland replication areas;
- (e) delineation of submerged aquatic vegetation, e.g., eel grass beds, in tidal waters;
- (f) area, type and source of fill material to be discharged into waters and wetlands, including the volume of fill below ordinary high water in inland waters and below the high tide line in coastal waters;
- (g) mean low, mean high water and high tide elevations in navigable waters;
- (h) limits of any Federal navigation project in the vicinity and State Plane coordinates for the limits of the proposed work closest to the Federal project;
- (i) on-site alternatives analysis (contact Corps for guidance);
- (j) identify and describe potential impacts to Essential Fish Habitat (contact Corps for guidance);
- (k) for dredging projects, include:
 - 1) the volume of material and area in square feet to be dredged below mean high water,
 - 2) existing and proposed water depths,
 - 3) type of dredging equipment to be used,
 - 4) nature of material (e.g., silty sand),

- 5) any existing sediment grain size and bulk sediment chemistry data for the proposed or any nearby projects,
- 6) information on the location and nature of municipal or industrial discharges and occurrences of any contaminant spills in or near the project area,
- 7) location of the disposal site (include locus sheet),
- 8) shellfish survey, and
- 9) sediment testing, including physical, chemical and biological testing. For projects proposing open water disposal, applicants are encouraged to contact the Corps as early as possible regarding sampling and testing protocols.

The Corps may request additional information. Dredging applicants may be required to conduct a shellfish and/or eel grass survey and sediment testing, including physical, chemical and biological testing. Sediment sampling and testing plans should be prepared or approved by the Corps before the samples are collected.

STATE-FEDERAL SCREENING PROCEDURES:

The Corps intends to utilize the application information required by the State for its regulatory program to the maximum extent practicable and the Corps normally will not be interacting with an applicant who is concurrently making application to the DEP or LURC. Projects not regulated by the State, but needing Corps of Engineers approval, **must apply directly to the Corps**. The joint screening meeting for Category II projects will occur regularly at the Corps or State of fices and will involve representatives from the DEP, the Corps, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service.

The Corps and Federal Resource Agencies will classify the project within the State's review period, not to exceed 60 days, as: 1) approvable under the PGP as proposed; 2) needs additional information, including possible project modification, mitigation or other special conditions to minimize impacts; or 3) exceeds the terms or conditions of the PGP, including the minimal effects requirement, and an individual permit review will be required. In addition, the Corps retains the ability to exercise its discretionary authority and require an individual permit, irrespective of whether the terms and conditions of this general permit are met, based on concerns for the aquatic environment or any factor of the public interest (see special condition 4 on Discretionary Authority). All Category II projects must receive written approval from the Corps before work can proceed. If the project is not approvable as proposed, the DEP, LURC, or the Corps will contact the applicant to discuss the concerns raised. If the applicant is unable to resolve the concerns, the Corps, independently or at the request of the Federal Resource Agencies, will require an individual permit for the project. The applicant will be notified of this in writing, along with information about submitting the necessary application materials. The comments from the Federal Resource Agencies to the Corps may be verbal initially, and must be made within 10 working days of the screening meeting. These comments must be confirmed in writing within 10 calendar days of the verbal response if the Resource Agency(ies) will request an individual permit. The Federal Resource Agency's comments must reflect a concern within their area of expertise, state the species or resources that could be impacted by the project, and describe the impacts that either individually or cumulatively will be more than minimal.

MINERALS MANAGEMENT SERVICE (MMS) REVIEW

For Category II projects which involve construction of solid fill structures or discharge of fills along the coast which may extend the coastline or baseline from which the territorial sea is measured, coordination between the Corps and Minerals Management Service (MMS), Continental Shelf (OCS) Survey Group, will be needed (pursuant to the Submerged Lands Act, 43 U.S.C., Section 1301-1315, 33 CFR 320.4(f)). During the screening period, the Corps will forward project information to MMS for their review. MMS will coordinate their determination with the Department of the Interior (DOI) Solicitor's Office. The DOI will have 15 calendar days from the date MMS is in receipt of project information to determine if the baseline will be affected. No notification to the Corps within 15 day review period will constitute a "no affect" determination. Otherwise, the solicitor's notification to the Corps may be verbal but must be followed with a written confirmation within 10 business days from the date of the verbal notification. This procedure will be eliminated if the State of Maine provides a written waiver of interest in any increase in submerged lands caused by a change in the baseline resulting from solid fill structure or fills authorized under this general permit.

D. Corps Authorization: Category III (Individual Permit)

Work that is in the INDIVIDUAL PERMIT category on the attached DEFINITION OF CATEGORIES sheets, or that does not meet the terms and conditions of this general permit, will require an application for an individual permit from the Corps of Engineers (see 33 CFR Part 325.1). The screening procedures outlined above will only serve to delay project review in such cases. The applicant should submit the appropriate application materials (including the Corps application form) at the earliest possible date. General information and application forms can be obtained at (207) 623-8367 (Maine Field Office), (800) 343-4789, or (800) 362-4367 in Massachusetts. Individual water quality certification and coastal zone management consistency concurrence will be required from the State of Maine before Corps permit issuance.

E. Programmatic General Permit Conditions:

The following conditions apply to activities authorized under the PGP, including all Category I (non-reporting) and Category II (reporting - requiring screening) activities:

GENERAL REQUIREMENTS:

1. **Other Permits.** Authorization under this general permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.
2. **Applicability of this general permit shall be evaluated with reference to Federal jurisdictional boundaries.** Applicants are responsible for ensuring that the boundaries used satisfy the federal criteria defined at 33 CFR 328-329.
3. **Minimal Effects.** Projects authorized by this general permit shall have minimal individual and cumulative adverse environmental impacts as determined by the Corps.

4. **Discretionary Authority.** Notwithstanding compliance with the terms and conditions of this permit, the Corps of Engineers retains discretionary authority to require review for an individual permit based on concerns for the aquatic environment or for any other factor of the public interest. This authority is invoked on a case-by-case basis whenever the Corps determines that the potential consequences of the proposal warrant individual review based on the concerns stated above. This authority may be invoked for projects with cumulative environmental impacts that are more than minimal or if there is a special resource or concern associated with a particular project that is not already covered by the remaining conditions of the PGP and that warrants greater review.

Whenever the Corps notifies an applicant that an individual permit may be required, authorization under this general permit is void and no work may be conducted until the individual Corps permit is obtained or until the Corps notifies the applicant that further review has demonstrated that the work may proceed under this general permit.

5. **Single and Complete Projects.** This general permit shall not be used for piecemeal work and shall be applied to single and complete projects. All components of a single project and/or all planned phases of multi-phased projects shall be treated together as constituting one single and complete project (e.g., subdivisions should include all work such as roads, utilities, and lot development). This general permit shall not be used for any activity that is part of an overall project for which an individual permit is required.

NATIONAL CONCERNS:

6. **St. John/St. Croix Rivers.** This covers work within the Saint John and Saint Croix River basins that requires approval of the International Joint Commission. This includes any temporary or permanent use, obstruction or diversion of international boundary waters which could affect the natural flow or levels of waters on the Canadian side of the line, as well as any construction or maintenance of remedial works, protective works, dams, or other obstructions in waters downstream from boundary waters when the activity could raise the natural level of water on the Canadian side of the boundary.
7. **Historic Properties.** Any activity authorized by this general permit shall comply with Section 106 of the National Historic Preservation Act. Information on the location and existence of historic resources can be obtained from the Maine Historic Preservation Commission and the National Register of Historic Places. Federally recognized tribes (Penobscots, Passamaquoddys, Micmacs, and Maliseets) may know of the existence of other sites that may be of significance to their tribes. See page 14 for historic properties contacts.

Applicants with projects which will undergo the screening process (Category II) shall submit a copy of their application materials, with the name and address of the applicant clearly indicated, to the Maine Historic Preservation Commission, 55 Capitol Street, State House Station 65, Augusta, Maine 04333, and to the applicable tribe(s) to be reviewed for the presence of historic and/or archaeological resources in the permit area that may be affected by the proposed work. The Corps will then be notified by the Commission and/or

Tribe within 10 days if there are State and/or tribal concerns that the proposed work will have an effect on historic resources. The applicant should include with their application to the State or the Corps either a copy of their cover letter or a statement of having sent their application material to the Commission and Tribe(s).

If the permittee, either prior to construction or during construction of the work authorized herein, encounters a previously unidentified archaeological or other cultural resource, within the area subject to Department of the Army jurisdiction, that might be eligible for listing in the National Register of Historic Places, he/she shall stop work and immediately notify the District Engineer and the Maine Historic Preservation Commission and/or applicable Tribe(s).

8. **National Lands.** Activities authorized by this general permit shall not impinge upon the value of any National Wildlife Refuge, National Forest, or any area administered by the National Park Service.

9. **Endangered Species.** No activity is authorized under this general permit which

- may affect a threatened or endangered species or a species proposed for such designation as identified under the Federal Endangered Species Act (ESA),
- is likely to destroy or adversely modify the critical habitat or proposed critical habitat of such species,
- would result in a 'take' of any threatened or endangered species of fish or wildlife, or
- would result in any other violation of Section 9 of the ESA protecting threatened or endangered species of plants.

Applicants shall notify the Corps if any listed species or critical habitat, or proposed species or critical habitat, is in the vicinity of the project and shall not begin work until notified by the District Engineer that the requirements of the Endangered Species Act have been satisfied and that the activity is authorized. Information on the location of threatened and endangered species and their critical habitat can be obtained from the U.S. Fish and Wildlife Service and National Marine Fisheries Service (addresses attached, page 14).

10. **Essential Fish Habitat.** As part of the PGP screening process, the Corps will coordinate with the National Marine Fisheries Service (NMFS) in accordance with the 1996 amendments to the Magnuson-Stevens Fishery and Conservation Management Act to protect and conserve the habitat of marine, estuarine and anadromous finfish, mollusks, and crustaceans. This habitat is termed "essential fish habitat (EFH)", and is broadly defined to include "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." Applicants may be required to describe and identify potential impacts to EFH based upon the location of the project, the activity proposed, and the species present. Conservation recommendations made by NMFS will normally be included as a permit requirement by the Corps. Information on the location of EFH can be obtained from the NMFS regulations (50 CFR Part 600) (address listed on page 14) and on their web site (<http://www.nero.nmfs.gov/ro/doc/webintro.html>).

The EFH designation for Atlantic salmon includes all aquatic habitats in the watershed of the following rivers and streams, including all tributaries to the extent that they are currently or were historically accessible for salmon migration:

St. Croix River	Pleasant River	Union River
Boyden River	Narraguagus River	Ducktrap River
Dennys River	Tunk Stream	Sheepscot River
Hobart Stream	Patten Stream	Kennebec River
Aroostook River	Orland River	Androscoggin River
East Machias River	Penobscot River	Presumpscot River
Machias River	Passagassawaukeag River	Saco River

11. **Wild and Scenic Rivers.** Any activity that occurs in a component of, or within 0.25 mile up or downstream of the main stem or tributaries of a river segment of the National Wild and Scenic River System, **must be reviewed by the Corps under the procedures of Category II of this general permit regardless of size of impact.** This condition applies to both designated wild and scenic rivers and rivers designated by Congress as study rivers for possible inclusion while such rivers are in an official study status. The Corps will consult with the National Park Service (NPS) with regard to potential impacts of the proposed work on the resource values of the Wild and Scenic River. The culmination of this coordination will be a determination by the NPS and the Corps that the work: (1) may proceed as proposed; (2) may proceed with recommended conditions; or (3) could pose a direct and adverse effect on the resource values of the river and an individual permit is required. If pre-application consultation between the applicant and the NPS has occurred whereby the NPS has made a determination that the proposed project is appropriate for authorization under this PGP (with respect to wild and scenic river issues), this determination should be furnished to the Corps with submission of the application. The address of the NPS can be found on Page 14 of this permit. *National Wild/Scenic Rivers System (Designated River in Maine) as of 5/2/00:* Allagash River beginning at Telos Dam continuing to Allagash checkpoint at Eliza Hole Rapids, approximately 3 miles upstream of the confluence with the St. John River. Length = 92 miles

12. **Federal Navigation Project.** Any structure or work that extends closer to the horizontal limits of any Corps navigation project than a distance of three times the project's authorized depth (see attached map following page 16 for locations of these projects) shall be subject to removal at the owner's expense prior to any future Corps dredging or the performance of periodic hydrographic surveys.

13. **Navigation.** There shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein and no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized herein.

The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure

or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

14. **Federal Liability.** In issuing this permit, the Federal Government does not assume any liability for the following: (a) damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes; (b) damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest; (c) damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit; (d) design or construction deficiencies associated with the permitted work; (e) damage claims associated with any future modification, suspension, or revocation of this permit.

MINIMIZATION OF ENVIRONMENTAL IMPACTS:

15. **Minimization.** Discharges of dredged or fill material into waters of the United States shall be avoided and minimized to the maximum extent practicable, regardless of review category.
16. **Work in Wetlands.** Heavy equipment working in wetlands shall be avoided if possible, **and if required, shall be placed on mats or other measures taken** to minimize soil and vegetation disturbance. Disturbed areas in wetlands shall be restored to preconstruction contours and conditions upon completion of the work.
17. **Temporary Fill.** Temporary fill in waters and wetlands authorized by this general permit (e.g., access roads, cofferdams) shall be properly stabilized during use to prevent erosion. Temporary fill in wetlands shall be placed on geotextile fabric laid on existing wetland grade. Temporary fills shall be disposed of at an upland site, suitably contained to prevent erosion and transport to a waterway or wetland. Temporary fill areas shall be restored to their approximate original contours but not higher. No temporary fill shall be placed in waters or wetlands unless specifically authorized by the Corps.
18. **Sedimentation and Erosion Control.** Adequate sedimentation and erosion control management measures, practices and devices, such as phased construction, vegetated filter strips, geotextile silt fences or other devices, shall be installed and properly maintained to reduce erosion and retain sediment on-site during and after construction. They shall be capable of preventing erosion, of collecting sediment, suspended and floating materials, and of filtering fine sediment. These devices shall be removed upon completion of work and the disturbed areas shall be stabilized. The sediment collected by these devices shall be removed and placed at an upland location in a manner that will prevent its later erosion into a waterway or wetland. All exposed soil and other fills shall be permanently stabilized at the earliest practicable date.

19. Waterway Crossings.

- (a) All temporary and permanent crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed to withstand and to prevent the restriction of high flows, to maintain existing low flows, and to not obstruct the movement of aquatic life indigenous to the waterbody beyond the actual duration of construction.
- (b) Temporary bridges, culverts, or cofferdams shall be used for equipment access across streams (NOTE: areas of fill and/or cofferdams must be included in total waterway/wetlands impacts to determine applicability of this general permit).
- (c) For projects that otherwise meet the terms of Category I, instream construction work shall be conducted during the low flow period July 15 - October 1 in any year. Projects that are not to be conducted during that time period are ineligible for Category I and shall be screened pursuant to Category II, regardless of the waterway and wetland fill and/or impact area.

20. Discharge of Pollutants. All activities involving any discharge of pollutants into waters of the United States authorized under this general permit shall be consistent with applicable water quality standards, effluent limitations, standards of performance, prohibitions, and pretreatment standards and management practices established pursuant to the Clean Water Act (33 U.S.C. 1251) and applicable state and local laws. If applicable water quality standards, limitations, etc., are revised or modified during the term of this permit, the authorized work shall be modified to conform with these standards within six months of the effective date of such revision or modification, or within a longer period of time deemed reasonable by the District Engineer in consultation with the Regional Administrator of the Environmental Protection Agency. Applicants may presume that state water quality standards are met with issuance of the 401 Water Quality Certification.

21. Spawning Areas. Discharges into known 1) fish and shellfish spawning or nursery areas; and 2) amphibian and waterfowl breeding areas, during spawning or breeding seasons shall be avoided, and impacts to these areas shall be avoided or minimized to the maximum extent practicable during all times of year.

22. Storage of Seasonal Structures. Coastal structures such as pier sections and floats that are removed from the waterway for a portion of the year shall be stored in an upland location located above mean high water and not in tidal marsh.

23. Environmental Values. The permittee shall make every reasonable effort to carry out the construction or operation of the work authorized herein in a manner so as to maintain as much as is practicable, and to minimize any adverse impacts on, existing fish and wildlife and natural environmental values.

24. Protection of Vernal Pools. Impacts to uplands in proximity (within 500 feet) to the vernal pools referenced in DEFINITIONS OF CATEGORIES shall be minimized to the maximum extent possible.

PROCEDURAL CONDITIONS:

25. **Cranberry Development Projects.** For Cranberry development projects authorized under the PGP, the following conditions apply:

4

1. If a cranberry bog is abandoned for any reason, the area must be allowed to convert to natural wetlands unless an individual permit is obtained from the Corps of Engineers allowing the discharge of fill for an alternate use.
2. No stream diversion shall be allowed under this permit.
3. No impoundment of perennial streams shall be allowed under this permit.
4. The project shall be designed and constructed to not cause flood damage on adjacent properties.

26. **Inspections.** The permittee shall permit the District Engineer or his authorized representative(s) to make periodic inspections at any time deemed necessary in order to ensure that the work is being performed in accordance with the terms and conditions of this permit. The District Engineer may also require post-construction engineering drawings for completed work, and post-dredging survey drawings for any dredging work. **To facilitate these inspections, the attached work notification form should be filled out and returned to the Corps for all Category II projects.**

27. **Maintenance.** The permittee shall maintain the work or structures authorized herein in good condition, including maintenance, to ensure public safety. Dredging projects: note that this does not include maintenance of dredging projects. Maintenance dredging is subject to the review thresholds described on the attached DEFINITION OF CATEGORIES sheets and/or any conditions included in a written Corps authorization.

28. **Property Rights.** This permit does not convey any property rights, either in real estate or material, or any exclusive privileges, nor does it authorize any injury to property or invasion of rights or any infringement of federal, state, or local laws or regulations. **If property associated with work authorized by the PGP is sold, the PGP authorization is automatically transferred to the new property owner. The new property owner should provide this information to the Corps in writing. No acknowledgement from the Corps is necessary.**

29. **Modification, Suspension, and Revocation.** This permit may be either modified, suspended, or revoked, in whole or in part, pursuant to the policies and procedures of 33 CFR 325.7 and any such action shall not be the basis for any claim for damages against the United States.

30. **Restoration.** The permittee, upon receipt of a notice of revocation of authorization under this permit, shall restore the wetland or waterway to its former condition without expense to the United States and as directed by the Secretary of the Army or his authorized representative. If the permittee fails to comply with such a directive, the Secretary or his designee may restore the wetland or waterway to its former condition, by contract or otherwise, and recover the cost from the permittee.

31. **Special Conditions.** The Corps, independently or at the request of the Federal Resource Agencies, may impose other special conditions on a project authorized pursuant to this general permit that are determined necessary to minimize adverse environmental effects or based on any other factor of the public interest. Failure to comply with all conditions of the authorization, including special conditions, will constitute a permit violation and may subject the permittee to criminal, civil, or administrative penalties or restoration.
32. **False or Incomplete Information.** If the Corps makes a determination regarding the eligibility of a project under this permit and subsequently discovers that it has relied on false, incomplete, or inaccurate information provided by the permittee, the permit shall not be valid and the government may institute appropriate legal proceedings.
33. **Abandonment.** If the permittee decides to abandon the activity authorized under this general permit, unless such abandonment is merely the transfer of property to a third party, he/she must restore the area to the satisfaction of the District Engineer.
34. **Enforcement cases.** This general permit does not apply to any existing or proposed activity in Corps jurisdiction associated with an on-going Corps of Engineers or Environmental Protection Agency enforcement action until such time as the enforcement action is resolved or the Corps determines that the activity may proceed independently without compromising the enforcement action. The Corps may choose not to accept applications or issue permits to any applicant with outstanding violations.
35. **Emergency situations.** This PGP can be used to authorize the repair, rehabilitation, or replacement of those structures destroyed by storms, floods, fire or other discrete unexpected and catastrophic event. In such situations and if the work exceeds Category I limitations, if applicant applies to the Corps within 30 days of the event, the Corps will attempt to contact the resource agencies for their approvals but, if unable to contact them, will issue an emergency permit and review them after-the-fact with the agencies at the next joint processing meeting. Proposed work submitted more than 30 days after the emergency will go through the standard PGP procedures.

DURATION OF AUTHORIZATION/GRANDFATHERING:

36. **Duration of Authorization.** Activities authorized under this general permit that have commenced (i.e., are under construction) or are under contract to commence in reliance upon this authorization will remain authorized provided the activity is completed within twelve months of the date of the general permit's expiration, modification, or revocation, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization in accordance with 33 CFR 325.2 (e)(2). Activities completed under the authorization of the general permit that was in effect at the time the activity was completed will continue to be authorized by the general permit.

37. Previously Authorized Activities.

- (a) Activities which have commenced (i.e., are under construction or are under contract to commence) prior to the issuance date of this general permit, in reliance upon the terms and conditions of the non-reporting category of the previous Maine PGP shall remain authorized provided the activity is completed within twelve months of the date of issuance of this general permit, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization in accordance with special condition 4. The applicant must be able to document to the Corps satisfaction that the project was under construction or contract by the appropriate date.
- (b) Projects that have received written verification or approval from the Corps, based on applications made to the Corps prior to issuance of this general permit, for the previous Maine SPGP and PGP, Nationwide permits, regional general permits, or letters of permission shall remain authorized as specified in each authorization.
- (c) This general permit does not affect activities authorized pursuant to 33 CFR Part 330.3 (activities occurring before certain dates).

For DISTRICT ENGINEER Christine Gedfrey DATE 7 / 26 / 00

CONTACTS FOR MAINE PROGRAMMATIC GENERAL PERMIT:

U.S. Army Corps of Engineers
Maine Project Office
675 Western Avenue #3
Manchester, Maine 04351
207-623-8367
Fax # 207-623-8206

Federal Endangered Species
U.S. Fish and Wildlife Service
Maine Field Office
1033 South Main Street
Old Town, Maine 04468
207-827-5938
Fax # 207-827-6099

Wild and Scenic Rivers
National Park Service
North Atlantic Region
15 State Street
Boston, MA 02109
617-223-5203

Maine Historic Preservation Commission
55 Capitol Street
State House Station 65
Augusta, Maine 04333
207-287-2132
Fax # 207-287-2335
Aroostook Band of Micmacs
P.O. Box 772
Presque Isle, Maine 04769
207-764-1972
Fax # 207-764-7667

Passamaquoddy Tribe of Indians
Pleasant Point Reservation
Attn: Tribal Council
P.O. Box 343
Perry, Maine 04667
207-853-2600
Fax # 207-853-6039

*Federal Endangered Species and Essential
Fish Habitat*
National Marine Fisheries Service
One Blackburn Drive
Gloucester, Massachusetts 01939
978-281-9102
Fax # 978-281-9301

Houlton Band of Maliseet Indians
Attn: Brenda Commander, Tribal Chief
Route 3 - Box 450
Houlton, Maine 04730
207-532-4273
Fax # 207-532-2660
Passamaquoddy Tribe of Indians
Indian Township Reservation
Attn: Donald Soctomah
P.O. Box 301
Princeton, Maine 04668
207-796-2301
Fax # 207-796-5256

Penobscot Indian Nation
Richard Hamilton, Chief
6 River Road
Indian Island Reservation
Old Town, Maine 04468
(207) 827-7776
Fax # 207-827-1137

*Maine Department of Environmental Protection
(For State Permits and Water Quality
Certifications)*

Natural Resources Division
Bureau of Land and Water Quality Control
State House Station 17
Augusta, Maine 04333
207-287-2111

Southern Maine Regional Office
312 Canco Road
Portland, Maine 04103
201-822-6300

Eastern Maine Regional Office
106 Hogan Road
Bangor, Maine 04401
207-941-4570

Northern Maine Regional Office
1235 Central Drive
Skyway Park
Presque Isle, Maine 04769
207-764-0477

*MaineLand Use Regulation Commission (LURC)
offices*

22 State House Station
Augusta, ME 04333-0022
207-287-2631
800-452-8711 (call to obtain appropriate LURC
of fice)
Fax # 207-287-7439

45 Radar Road
Ashland, ME 04732-3600
207-435-7963
Fax # 207-435-7184

Lakeview Drive
P.O.Box 1107
Greenville, ME 04441
207-695-2466
Fax # 207-695-2380

191 Main Street
East Millinocket, ME 04430
207-746-2244
Fax # 207-746-2243

i

(For CZMA Determinations)

State Planning Office
Coastal Program
184 State Street
State House Station 38
Augusta, Maine 04333
207-287- 1009

*Maine Department of Marine Resources
(For Aquaculture Leases)*
McKown Point
Boothbay Harbor, Maine 04575
207-633-9500

(For Submerged Lands Leases)

Maine Department of Conservation
Bureau of Parks and Lands
22 State House Station
207-287-3061

9129/00

15

A. INLAND WETLANDS (WATERS OF THE U.S.) ¹	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(a) NEW FILL/ EXCAVATION DISCHARGES	<p>Less than 4,300 sf inland waterway and /or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared).</p> <p>-- Includes projects covered by a State Tier One permit with no cumulative impacts over 15,000 sf in inland wetlands from previous permits, unauthorized work, and/or other state permits.</p> <p>-- Includes crossing of perennial waterways designated as Essential Fish Habitat (EFH) for Atlantic salmon² if the waterway is crossed with a span and footprints of the span abutments are outside ordinary high water with no more than 4,300 sf of associated wetland impact.</p> <p>-- Includes in-stream work of up to 4,300 sf of fill below ordinary high water in waterways not designated as EFH for Atlantic salmon² and performed in accordance with Maine Permit By Rule standards or a LURC permit.</p>	<p>4,300 sf to 3 acres inland waterway and/or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared).</p> <p>-- Impact area includes all temporary and permanent fill and excavation except for incidental fallback.</p> <p>-- Includes in-stream work, including crossings (other than a spanned crossing as described in Category I) with any discharge of fill below ordinary high water in perennial waterways designated as EFH for Atlantic salmon².</p> <p>-- Time of year restrictions determined case-by-case.</p>	<p>Greater than 3 acres inland waterway and/or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared).</p> <p>-- Impact area includes all temporary and permanent fill and excavation discharges except for incidental fallback³.</p> <p>In-stream work exceeding Category II limits.</p> <p>If EIS required by the Corps.</p>

¹ Water of the U.S. in inland areas: inland rivers, streams, lakes, ponds and wetlands.

² Essential Fish Habitat for Atlantic salmon includes all aquatic habitats in the watersheds of the following rivers and streams, including all tributaries to the extent that they are currently or were historically accessible for salmon migration: St. Croix, Boyden, Dennys, Hobart Stream, Aroostook, East Machias, Machias, Pleasant, Narraguagus, Tunk stream, Patten Stream, Orland, Penobscot, Passagassawaukeag, Union, Ducktrap, Sheepscot, Kennebec, Androscoggin, Presumpscot and Saco River.

³ The larger the impacts, the more likely an individual permit will be required. Projects involving widening, expansion or impacts to degraded or low value wetlands between 1-3 acres may be approved under Category II, subject to the Federal screening. The Corps recognizes and endorses the DEP Tier 2 upper thresholds of 1 acre. Compensatory mitigation is likely to be required at this level of impact.

	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(a) NEW FILL/ EXCAVATION DISCHARGES	<p>-- Impact area includes all temporary and permanent fill and excavation discharges except for incidental fallback.</p> <p>-- In-stream work limited to July 15 - Oct. 1.</p> <p>-- This category excludes situations when a vernal pool of any size may be impacted, in accordance with the ME DEP definition of vernal pool⁴</p> <p>-- This category excludes work within ¼ mile or a Wild and Scenic River⁵</p> <p>-- This category excludes dams, dikes, or activities involving water withdrawal or water diversion.</p> <p>-- This category excludes work in National Wildlife Refuges.</p>	Proactive restoration projects with any amount of impact can be reviewed under Category II. The Corps, in consultation with State and Federal agencies, must determine that net adverse effects are not more than minimal.	
(b) BANK STABILIZATION PROJECTS	<p>Inland bank stabilization less than 500 ft. long and less than 1 cy fill per linear foot below ordinary high water in ponds, lakes, and waterway not designated as EFH for Atlantic salmon², provided there is no wetland fill.</p> <p>-- In-stream work limited to July 15 - Oct. 1.</p>	<p>Inland bank stabilization in ponds, lakes, and waterways not designated as EFH for Atlantic salmon² which exceeds Category I limits.</p> <p>Inland bank stabilization of any size below ordinary high water in waterways designed as EFH for Atlantic salmon².</p> <p>-- Other stabilization exceeding Category I.</p>	
(C) REPAIR AND MAINTENANCE OF AUTHORIZED FILLS	Repair or maintenance of existing, currently serviceable, authorized fills with no substantial expansion or change in use.	Replacement of non-serviceable fills, or repair or maintenance of serviceable fills with expansion of any amount up to 1 acre, or with a change in use.	Replacement of non-serviceable fills, or repair or maintenance of serviceable fills with greater than 1 acre of expansion.

⁴ Vernal Pool: Naturally-occurring, or intentionally created for the purposes of compensatory mitigation, temporary to permanent bodies of water occurring in shallow depressions that fill during the spring and fall and may dry during the summer. Vernal pools have no permanent or viable populations of predatory fish. Vernal pools provide the primary breeding habitat for wood frogs, spotted salamanders, blue-spotted salamanders, and fairy shrimp, and provide habitat for other wildlife including several endangered and threatened species.

⁵ National Wild/Scenic Rivers System (Designated River in Maine): Allagash River beginning at Telos Dam continuing to Allagash checkpoint at Eliza Hole Rapids, approximately 3 miles upstream of the confluence with the St. John River. Length = 92 miles.

4 5 6 7 8 ?

B. TIDAL WATERS AND NAVIGABLE WATERS ⁶	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(a) FILL		Up to 1 acre waterway or wetland fill and secondary impacts (e.g., areas drained, flooded or cleared). Includes temporary and permanent waterway fill. -- Temporary tidal marsh impacts up to 1 acre. -- Permanent tidal marsh, mudflat, or vegetated shallows 7 fill up to 1,000 sf. -- Proactive restoration projects with any amount of impact can be reviewed under Cat. II. The Corps, in consultation with State and Federal agencies, must determine that net adverse effects are not more than minimal.	Greater than 1 acre waterway fill and secondary impacts (e.g., areas drained, flooded or cleared). Includes -- Temporary tidal marsh impacts over 1 acre. -- Permanent tidal marsh, mudflat, or vegetated shallows 7 fill over 1,000 sf.
(b) REPAIR AND MAINTENANCE WORK	Repair or maintenance of existing, currently serviceable, authorized structure or fills with no substantial expansion or change in use. -- Work must be in same footprint as original structure or fill	Repair or replacement of any non-serviceable structures or fill, or repair or maintenance of serviceable fills with expansion of any amount up to 1 acre, or with a change in use.	Replacement of non-serviceable structures or fill or repair or maintenance of serviceable structure or fill with expansion greater than 1 acre.

6 Navigable Waters: waters that are subject to the ebb and flow of the tide and Federally designated navigable waters (Penobscott River to Medway, Kennebec River to Moosehead Lake, and the portion of Umbagog Lake in Maine).

7 Vegetated Shallows: subtidal areas that support rooted aquatic vegetation such as eelgrass.

	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(c) DREDGING	Maintenance dredging of less than 1,000 cy with upland disposal. -- Proper siltation controls used -- Limited to work between November 1 and January 15. -- No impact to special aquatic sites ⁸	Maintenance dredging of greater than 1,000 cy, new dredging of up to 25,000 cy, or projects that do not meet Category I. Disposal includes upland, open water or beach nourishment (above mean high water), only if material is determined suitable.	Maintenance dredging (any amount) in or affecting special aquatic sites ⁷ . See B(a) above for dredge disposal in wetlands or water. New dredging greater than 25,000 cy or any amount in or affecting special aquatic sites ⁷ .
(d) MOORINGS	-- Private, non-commercial, non-rental single boat moorings not associated with any boating facility? ⁹ provided not located in a Federal Navigation Project, there is no interference with navigation, it is not located in vegetated shallows ⁶ , and it is within ¼ mile of the owner's residence or a public access point ¹⁰ . -- Minor relocation or previously authorized mooring and moored floats consistent with Harbormaster recommendations, provided it is also consistent with local regulations, is not located in vegetated shallows, and does not interfere with navigation.	Moorings that do not meet the terms of Category I (e.g., rental or service moorings) and moorings that meet the terms of Category I that are located in a Federal anchorage.	Moorings within the horizontal limits, or with moored vessels that extend, into the horizontal limits of a Federal Navigation Project, except those in Federal anchorages under Category II.

⁸Special Aquatic Sites: include wetlands and salt marsh, mudflats, riffles and pools, and vegetated shallows.

? Boating Facilities: facilities that provide, rent, or sell mooring space, such as marinas, yacht, clubs, boat clubs, boat yards, town facilities, dockominiums, etc.

¹⁰ Cannot be at a remote location to create a convenient transient anchorage.

	CATEGORY I	CATEGORY II	INDIVIDUAL PERMIT
(e) PILE-SUPPORTED STRUCTURES AND FLOATS	Reconfiguration of existing authorized docks, provided structures are not positioned over vegetated shallows or salt marsh and provided floats are supported off substrate at low tide. No dredging, addition slips or expansion allowed.	Private piers and floats for navigational access to waterway (seasonal and permanent).	Structures, piers or floats that extend, or with docked/moored vessels that extend, into the horizontal limits of a Federal Navigation Project. Structures, including piers and floats, associated with a new or previously unauthorized boating facility ⁸ .
(f) MISCELLANEOUS	<ul style="list-style-type: none"> -- Temporary buoys, markers, floats, etc., for recreational use during specific events, provided they are removed within 30 days after use is discontinued. -- Coast Guard approved aids to navigation. -- Oil spill clean-up temporary structures or fill. -- Fish/wildlife harvesting structures/fill (as defined by 33 CFR 330, App. A-4) -- Scientific measurement devices and survey activities such as exploratory drilling, surveying or sampling. -- Shellfish seeding (brushing the flats) projects¹¹. -- Does <u>not</u> include oil or gas exploration and fills for roads or construction pads. -- This category excludes work in National Wildlife Refuges. 	<ul style="list-style-type: none"> -- Structures or work in or affecting tidal or navigable waters that are not defined under any or the previous headings. Includes, but is not limited to, utility lines, aerial transmission lines, pipelines, outfalls, boat ramps, bridge fills/abutments, etc. -- Shellfish/finfish (other than Atlantic salmon), or other aquaculture facilities which are consistent with the Corps revised standard siting requirements and standard permit conditions dated 7/6/94, or as revised. 	If EIS required by Corps.

¹¹ Brushing the flats: the placement of tree boughs, wooden lath structures, or small-mesh fencing on mudflats for the purpose of enhancing recruitment of soft-shell clams (*Mya arenaria*).